JOINT REGIONAL PLANNING PANEL
(Northern Region)

JRPP No	**JRPP Reference Number**
DA Number	**9/12-13**
Local Government Area	**Glen Innes Severn Council**
Proposed Development	**'Educational Establishment' comprising aviation training college, incorporating accommodation, teaching facilities, dining and recreation facilities, in association with Glen Innes Aerodrome facility, and three (3) lot subdivision of Lot 3 DP 1102229**
Street Address	**Glen Innes Aerodrome, Emmaville Road, Glen Innes**
Applicant/Owner	**Australia Asia Flight Training Pty Ltd**
Number of Submissions	**718**
Recommendation	**Approval with Conditions/Deferred Condition**
Report by	**Keiley Hunter, Consultant Development Planner**
Report Date	**2 October 2012**

DEVELOPMENT APPLICATION 9/12-13 – Aviation Training College – Glen Innes Aerodrome – Lot 3 DP 1102229

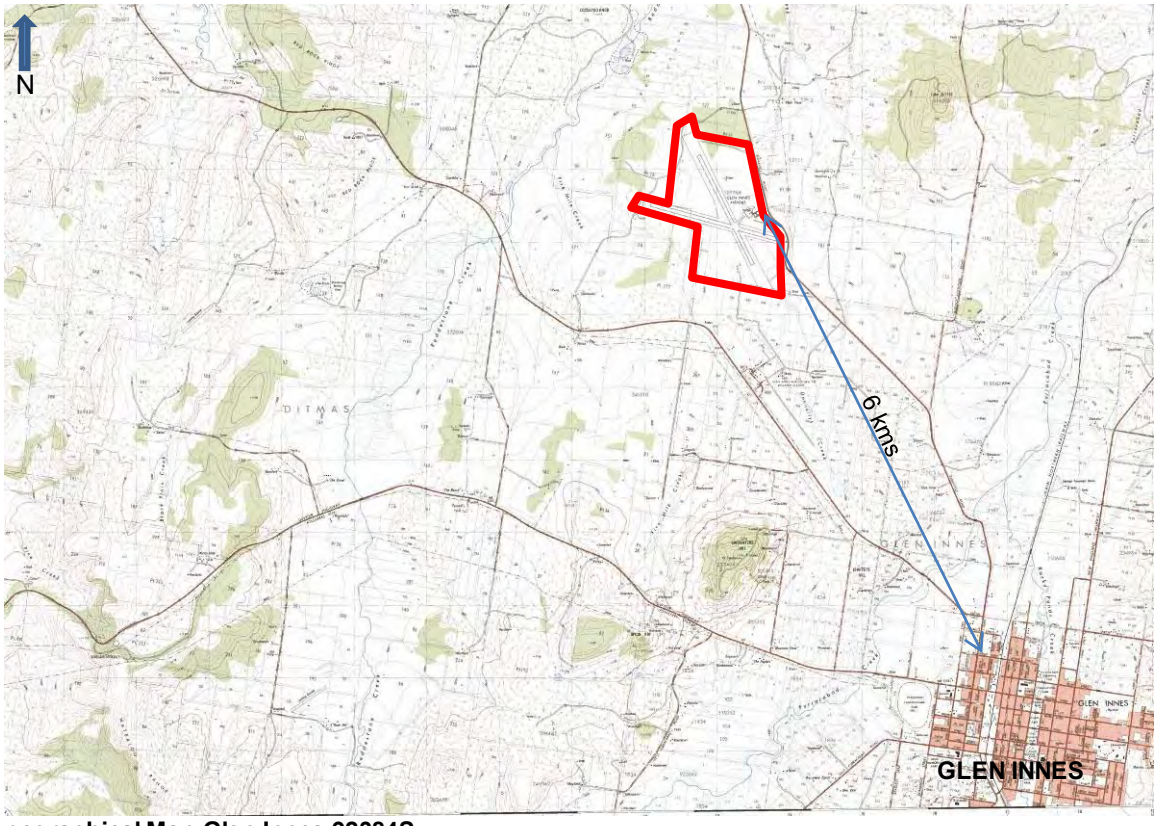
Assessment Report and Recommendation

Purpose of this Report:

This report provides an assessment of Development Application 9/12-13 for a proposed International Aviation Training College and subdivision of land located at the Glen Innes Aerodrome, Emmaville Road, Glen Innes.

As the proposal is for Council related development that has a capital investment value (CIV) of over $5 million, determination of the application is to be made by the NSW Joint Regional Planning Panel (JRPP). The applicant estimates the CIV to be $14,834,500.

The site locality is shown below:



Topographical Map Glen Innes 92384S

Sixviewer 2012

The Site and Locality

The site is known as Glen Innes Aerodrome, 773 Emmaville Road, Glen Innes. It is located 8 kms the Glen Innes urban area. The site is wholly comprised within Lot 3 DP 1102229 and has an area of 234.9 ha. The site is bound by farmland of various sizes including ten rural dwellings within a 2km radius of the runways.

There are several registered leases within the subject land:

- Lot 2 DP 826155 – 8,350m^2 Airservices Australia (non-directional beacon navigational facility).
- Lot 2 DP 1166576 – 425.8 m^2 – 'Superair' hanger
- Lot 3 DP1166576 – Mr D Clement
- Pt Lot 3 DP1102229 – four separate areas (135 ha) – Department of Investment & Trade – grazing lease (Agricultural Research station)
- Pt Lot 3 DP1102229 – Aero Club
- Pt Lot 3 DP1102229 - Council hangar – internal space within this hangar presently leased on a monthly basis to five separate aircraft owners. Space within this hangar also used for Council storage including parking tractor & slasher.
- Pt Lot 3 DP1102229 – Reddestone brigade of Rural Fire Service (on RHS near entrance);
- Pt Lot 3 DP1102229 – Bureau of Meteorology (Automatic weather station);

There are a range of aviation related structures located within the site, including:

- Caretakers residence
- Machinery shed and fuel storage area
- Aero club premises and hanger
- Aerodrome terminal building
- Bitumen sealed car parking area
- Bitumen north/south runway 10/28
- Gravel east/west runway 14/32
- Various hangers and outbuildings

The terminal building is presently used by couriers to weigh and sort parcels from freight planes. The public car park is presently used by St Johns Ambulance and other medical organisations for patient transfers.

The topography of the land is flat at a height of 1040 m AHD and is generally clear of native vegetation apart from a stand of box gums at the northern boundary of the subject land. The area surrounding the caretakers dwelling and machinery shed is enclosed within an advanced hedgerow of evergreen pines (*torulosa*) and there are many advanced exotic trees within this compound.

Access to the aerodrome is off Emmaville Road. There is a network of well maintained, bitumen sealed access roads within the site.

The Proposal

The proposed development is described as an 'Educational Establishment' comprising aviation training college, incorporating accommodation, teaching facilities, dining and recreation facilities, in association with Glen Innes Aerodrome facility. The application also seeks consent for a three lot subdivision and demolition of existing site structures.

The Educational Establishment will be operated by Australia Asia Flight Training (AAFT) Pty Ltd, a private company who conduct commercial pilot training.

DEVELOPMENT APPLICATION 9/12-13 – Aviation Training College – Glen Innes Aerodrome – Lot 3 DP 1102229

1. SUBDIVISION:

The development involves subdividing Lot 3 DP 110229 into three lots as follows:

Proposed Lot	Area (ha)	Use
A	(A1) 0.424	Existing terminal building area
	(A2) 4.136	South of internal access road comprising the aviation college infrastructure
	(A2) 0.332	North of internal access road – fuel storage area
B	5.1	Future development site. North of internal access road excluding existing hangers and leasehold land
C	216.5	Residual land (should read 224.9 ha)

Lots A and B will be acquired by the proponent from Council as freehold land. Lot C will be retained by Council.

2. LEASE AREA:
Part of Lot C will be leased to the proponent under a 30 year lease. The lease area will comprise the operational area of the aerodrome excluding other private lease areas.

3. DEMOLITION:
Demolition of the existing caretaker's residence workshop/storage shed and fuel storage shed will occur in Stage 2.

4. AVIATION COLLEGE:
The aviation college will be located within proposed Lot A, a 5.4 ha parcel of land enclosed by the existing pine hedge south of the internal access road. The proposal involves the construction of the following infrastructure as shown on drawing # 1211-DA02, comprising modular prefabricated buildings that will be assembled on site onto pier and beam foundations 550mm high:

1. Accommodation units –17.43 x 3m units each comprising 3 x twin share rooms with ensuite accommodation for 6 people.
2. Kitchen and dining hall – 43 x 13.2m building with coolroom and storage room.
3. Flight operations building – 29.8 x 21.728 m building comprising instruction classroom, 12 separate briefing rooms, offices and amenities.
4. Classrooms building – 26.475 x 19.6 m – 6 classrooms, store, 4 offices.
5. Computer Lab – 19.6 x 9.6m building
6. Simulators Building – 24.210 x 8.150m – 3 simulator rooms

7. Reception Building – 19.6 x 9.6 m – reception area, offices, first aid and medical room and amenities.
8. Recreation Building – 29.8 x 9 m – gym, recreation room, laundry and amenities.
9. Quiet Recreation Building – 19.6 x 9.6m – media room and recreation area.

Other built elements of the proposal include:

1. Control Tower –
2. Above ground 104,000L fuel storage units located adjacent to the RFS Shed on the northern side of the entry road.
3. Hanger – two bay, low level 28 x 15m shed.
4. Secure storage shed – 100 m^2
5. Swimming pool – 25 x 10M
6. Car parking area(s) – 73 spaces
7. Hardstand area for aircraft parking – gravel surface area for parking 34 aircraft (19,540 m^2).
8. Extension of reticulated sewer and water services.
9. Rainwater tanks (5,000L) to each major building to augment water supply.
10. Upgrading and widening of the existing internal access road.
11. Signage – Business Identification Signage at Emmaville Road entrance.
12. Security fencing – 1800mm high steel mesh with five sets of coded security gates.
13. Loading zone, bus parking bay.
14. Telecommunication services – 1,000kVA transformer.

5. OPERATIONAL DETAILS

5.1. Staging

The proposed aviation school will be constructed in four stages and will accommodate up to 600 students will completed. The proponent (AAFT) estimates that the facility will commence with around 50- 100 students and will expand as student numbers increase, over a 5 year period. AAFT will transfer their current operations from their facility at the Gold Coast airport to Glen Innes upon completion of Stage 1. The aviation school will be constructed in the following stages (refer drawings # 1211- DA4 & DA10):

Stage 1	200 beds (30 accommodation units) and all other infrastructure
Stage 2	100 beds (18 accommodation units) and demolition of caretaker's residence and workshop/storage shed.
Stage 3	100 beds (18 accommodation units)

Stage 4 200 beds (37 accommodation units)

5.2. Students

AAFT estimate that 70% of students will be from the Asia region with the remainder Australian students. Students attending the academy will generally be aged 18 and 24 and predominantly male. All international students require an Australian student visa and competent English language skills. Training programs will vary depending on qualification from 10 to 18 months on a 5.5 day week basis.

5.3. Staffing

It is proposed that AAFT be run by 206 full-time equivalent staff. 138 of these staff will be required in Stage 1. 116 staff members will not reside at the academy and will need to find accommodation in and around Glen Innes. It is anticipated that they will travel to and from AAFT each day.

5.4. Hours of Operation and Number of Flights

Flight training circuits have been planned to avoid overflying Glen Innes town area nor directly over any rural residence. Flight training will occur between 6am and 10pm daily (except Christmas Day, Good Friday, Easter Sunday, Boxing Day and Anzac Day.

Aircraft movements will average 100 per day and 10 per evening during Stage 1 and 2 increasing to 200 per day and 20 per evening by the end of Stage 4.

There are two runways at Glen Innes Aerodrome, one sealed (runway 10/28) and one unsealed (runway 14/32). This means there are four takeoff and landing options available depending on the wind direction, each of which will be used by AAFT. It is proposed to use the unsealed runway 10/28 most frequently (90%), with takeoffs and landings occurring with the plane heading in a north-westerly direction.

Not all aircraft movements will circuit the Glen Innes aerodrome. Many of the training flight exercises will involve flying to other airports, mainly Tamworth.

Up to 20 aircraft approaches per evening will require runway lighting.

The aircraft used will be 4 x Cessna C172; 25 x Diamond DA40 TDI and 5 x Diamond DA42 TDI.

5.5. Site Access and Car Parking

Access to the site is off the Emmaville Road, 8.5 kms from the intersection with Ferguson Street / Gwydir Highway.

The applicant has estimated traffic generation of the fully operational facility based on the following assumptions:

- Overseas students will not have vehicles and will rely on the AAFT bus service.
- Australian students will have their own vehicles.
- 206 staff will visit the site once per day.
- Service vehicle movements are estimated.

It is estimated by the applicant that the development will result in an additional 683 daily vehicle trips onto Emmaville Road.

On-site Car Parking

73 on site car parking spaces are provided for the development. There are 14 line-marked car parking spaces provided within the existing aerodrome terminal car park.

Factors impacting on the demand for on-site car parking include:

- Overseas students are unlikely to have their own car
- Australian students likely to have their own vehicle (30% x 600 students – 180 vehicles)
- Staff car parking – 206 FTE

5.6. Services

A reticulated water supply and sewerage service will be extended to the site at the cost of the developer as discussed in detail later in this report.

Electricity

The capacity of the existing electrical network is not adequate to service the development. Electrical services will be upgraded involving a 1,000 kVA transformer connected to the 22kV town distribution system. Details of the proposed system will be provided at detailed design (Construction Certificate) stage.

5.7. Student Services

- Dining/Meals – prepared offsite under contract and delivered to the premises.
- Laundry – contract laundry offsite – uniforms and linen. Small laundry onsite for personal items.
- Recreational facilities – computer rooms, small theatre, games rooms, gym, cricket nets, chapel, landscaped grounds.
- Bus transport to and from Glen Innes.
- Medical facilities:

- Medical/Emergency room to be used for first aid and for visiting GPs and ophthalmologists;
- Stage 2 part time employed nurse;
- Stage 4 full time employed nurse.

6. OWNERSHIP

The site is currently owned by Glen Innes Severn Council. Council was invited by AAFT to put in a bid for a proposed flight school at the Glen Innes aerodrome.

Council at its Ordinary meeting held on 28 June 2012 resolved to provide a letter of intent indicating to AAFT that Council is willing to facilitate such a development at the Glen Innes Airport by:

1. The sale of approximately 10 hectares of land located at the Glen Innes Airport for the purpose of erecting buildings and car parks associated with a flight training academy.
2. Entering into a 30 year, fully repairing lease renewable in 30 year periods of the Glen Innes Airport to Australia Asia Flight Training Pty Ltd or its subsidiary. In addition the option to purchase the airport during the period of the lease.
3. Constructing hardstand areas for 30 aircraft and run-up bays at the runway ends, in two (2) stages if required in line with the development of the school to be completed one month prior to the planned completion of the Academy buildings.
4. Upgrading the water supply and power to the site; and
5. Upgrading internal road access where required.

Items three (3) to five (5) would only be required if infrastructure funding was to be received by Council from the NSW Government.

A letter of intent has been provided to the proponents regarding future acquisition of proposed Lots A and B (5.4 ha and 4.6 ha), dependent on AAFT gaining development consent.

Proposed Lot C comprises the remaining land including the terminal building, terminal car park, airside (runways and apron), existing private hanger leases. Proposed Lot C will remain in Council's ownership and will be leased to AAFT for a period of 30 years, with the option of extension. Existing users of the Glen Innes Aerodrome will be able to continue their use.

Consultation

Public Consultation

The application was advertised in the Glen Innes Examiner from 9 August 2012 for 28 days inviting written submissions to be received by Council until 4pm, Friday 7 September 2012.

A community information day was held on Friday 31 August 2012 commencing at the aerodrome at 10.30 for a demonstration of the Diamond aircraft until 12 pm followed by an information session held at the Glen Innes Severn Learning Centre from 12 pm until 6pm. The proponents and Council representatives were in attendance to answer community questions as to the long term arrangements between Australia Asia Flight Training Pty Ltd and Glen Innes Severn Council regarding the airport and the planning process of the Development Application.

The proponents provided a Diamond aircraft for the duration of the morning which was flown by an AAFT instructor in the company of various community representatives including a member of the Glen Innes Aero Club.

The sessions were well attended by the community. 718 written submissions were received by Council. 688 letters were in support of the development (many pro-forma letters); 3 letters of conditional support and 27 letters of objection/concern were received. Submissions received are discussed in the S79C section of this report.

The application was referred to the NSW Rural Fire Service for approval terms as Integrated Development under s91 of the EP&A Act as a small area of the northern boundary of the site is mapped as bush fire prone land. The DA was also referred to the RMS (formerly RTA), Air Services Australia and NSW Police for comment. Submissions received from agencies are discussed in the S79C Section of this report.

The application was referred to Council's internal technical sections for review, comment and (draft) conditions of consent.

Internal Consultation

Building & Development Officer:

> *The site currently contains an existing dwelling, which as indicated, is to be demolished. Due to the age of the dwelling it could be expected that it contains asbestos, subsequently the demolition of this building will require a licensed Asbestos contractor and arrangements will be required to be made with Council so that appropriate disposal can be made. The demolition of the dwelling is to comply with Australian Standard 2601-1991*
>
> *In principal the design and locations of the buildings are likely to comply with the Building Code of Australia 2012. However prior to any constructions works being undertaken a full assessment by Council or a Principal Certifying Authority (PCA) will be required and a construction certificate issued to ensure compliance with the Building Code of Australia.*
>
> *To comply with the Local Government Act 1993 the applicant will be required to lodge a section 68 for approval of all water, sewer and stormwater drainage works.*

The erosion of soil from building sites and the resulting sediment pollution to stormwater and natural waterways needs to be managed through adequate erosion and sedimentation controls. Council has an Erosion and Sedimentation Control policy. The applicant/ builders will be required to ensure erosion and sedimentation measures are provided prior to the commencement of construction and remain in place until such time as construction has been completed.
The proposal includes dining facilities for a maximum of 650 people with full commercial kitchen and facilities. Whilst it is proposed to prepare meals off site there will be kitchen facilities located on the site, the dining and food preparation areas will be required to comply with the Food Act as well as the Australian and New Zealand Food Standards Code.

Also located on the site is a swimming pool, this pool will be required to comply with the current Swimming Pool Act, Regulation and Australian Standard. The proposed swimming pool located on the site is captured by the Public Health Act 2010 as it meets the definition of a public swimming pool as such it is required to be operated in accordance with the Public Health Act 2012 and the Public Health Regulation 2012.

The assessment of the project has revealed the abovementioned issues. It is recommended that development consent conditions can adequately deal with these matters at this point in time.

Appropriate consent conditions were provided.

Manager Integrated Water Services and Sustainability:

The proposed development will require the provision of water and wastewater services to cater for a student resident population of up to 600. A suitable corridor exists within the road reserve allowing connection from the airport to existing utilities in Glen Innes. Waterways will be crossed by attaching mains to culvert / bridge structures where available, and by under-boring in cases where that is not possible. Impact on the environment caused by the installation of these utilities is negligible.

The utilities have been designed at concept level according to the following information.

***Water System Capacity**:*
The Glen Innes Water system is designed to provide up to 12 Ml per day. Current usage for the existing population of 6800 is less than 2 Ml per day on average, with peak demand up to 3.5Ml per day. An increase in population of 600 students will not have an effect on the ability of the system to cope with daily supply.

Storage Capacity for drought supply has recently been increased with the purchase of the Glen Innes Aggregates facility and subsequent creation of an additional off stream storage. Stage 1 of this facility is in use, and the facility will continue to expand over the next 20 years to more than cater for growth in population caused by developments such as the one at hand, with a tripling of the storage volume planned to occur during that period.

Wastewater System Capacity:

> *The Glen Innes Sewer treatment facility was constructed in 2007 and comprises a modern and efficient intermittently decanted extended aeration process. The proposed development will increase average dry weather flow from 1.3 Ml per day by an estimated 0.05Ml per day. The plant is able to cope with up to 7 Ml per day before bypass to the storm catch dam occurs. The proposed system will have limited potential for wet weather infiltration by nature of it being a pressurised system. The flow in wet weather is not predicted to be greater than in dry, and so the development will have little impact on the ability of the current system to service the community.*

Design comments and calculations are provided at Attachment D. Appropriate consent conditions were provided.

Manager of Technical Services

Council's Manager of Technical Services provided a detailed assessment of the engineering aspects of the proposal. The full response is provided at Attachment F and is summarized below. A comprehensive set of consent conditions is provided at Attachment B.

Traffic & Transport

There is already a need for the Coronation Avenue and Ferguson Street intersection to be upgraded based on current usage.

The Grafton St / Church St intersection has already been upgraded by Council allowing protected right-turns into the United Service Station and Grafton Street. Based on the information supplied with the development application, there is not considered sufficient nexus to require any upgrades of this intersection, even were this required.

Emmaville Road is a regional road, and classified for B-Double usage at present. In the current financial year, Glen Innes Severn Council's planned works on Emmaville Road includes widening a number of culverts, and line-marking the centre line subject to available budget. Line-marking is considered to be of particular benefit for the increased traffic between the aerodrome and Glen Innes township.

In consideration of the increase in traffic generated by the development and the current condition of existing intersections, a condition of consent requires that the applicant:

- contribute 50% of the cost for designing and upgrading the intersection of Coronation Avenue and Ferguson Street
- contribute the full cost of designing and upgrading the intersections listed below:
    - intersection of Emmaville Road with the aerodrome access road;

- intersection of Emmaville Road with Bullock Mountain Road; and
- intersection of Coronation Avenue with Grafton Street.

Car Parking

Calculation of necessary off-street vehicle parking facilities appears generally adequate, except for the following:

- provision of only 17 spaces for 206 full time equivalent staff; and
- provision of only 24 spaces for 120 Australian students.

The *RTA Guide to Traffic Generating Developments* does not have specific recommendations relating to educational establishments, however, comparisons with other guidelines indicate there is a shortfall of car parking spaces. It is therefore recommended that an 'overflow' car parking area is provided within the site to ensure that overflow car parking does not occur in an ad-hoc manner with the potential to interfere with truck movements or take up public car parking spaces near the terminal.

Existing car parking spaces at the RFS Reddestone brigade shed will be lost to allow a throughfare for the fuel delivery vehicles. An equivalent number of car parking spaces, including gravel pavement, should be developed near the RFS brigade station to offset this loss.

Hanger – Lot B

The applicants are proposing the construction of a 2-bay hangar within Lot B – the location is shown on the cover sheet. Vehicle access to this hangar can be available from Emmaville Road, and a driveway crossing should be constructed to Council's normal standards. A pavement is to be constructed to connect the proposed 2-bay hangar with the existing general aviation taxiway.

Stormwater Drainage

The development will add significant impervious area, estimated on drawing 1211-DA02 Issue C as 28,590m² including roads, parking and hardstand areas. As such, there are likely to be increases in the speed and volume of stormwater runoff, which existing drainage channels and structures may not cope with, and it may be necessary to design on-site detention systems to control runoff. It is recommended that the applicant engage a suitably qualified and experienced engineer to prepare detailed stormwater plans and calculations complying with AS3500, demonstrating the design storm events, calculated flow rates, pipe sizing and construction materials. The stormwater system design should encourage Water Sensitive Urban Design principles including reuse of this water where possible.

Utilities & Services

The existing electricity supply to the aerodrome is inadequate to reliably supply existing demands, and requires significant upgrade to cater for the development. It will be necessary as part of the subdivision to provide separate connections to each allotment, such that electricity usage on each allotment is appropriately metered to Essential Energy requirements. Easements may be required to guarantee supply to each separate parcel, for example the Pilot-Activated Lighting (PAL) cabinet is located near the terminal building (within proposed Lot A) but contains equipment required for proposed Lot C.

Waste Management

The development is estimated to generate approximately 300 tonnes of additional solid waste per annum, including an estimated 121 tonnes of recyclables and 92 tonnes of general waste. Trees to be removed should be mulched on site and used for landscaping. A Waste Management Plan is required to be approved by Council prior to commencement of works.

Emergency Management

Risks at the site include:

- fires and explosion from the storage and use of dangerous goods, including Jet A1 and diesel;
- environmental risks from fuel leaks and spills, air and water pollution;
- securing the fuel compound;
- risk of aircraft crash and secondary hazards
- building/structure fires;
- risks from humans under the influence of drugs and alcohol;
- traffic accidents

An Emergency Risk Management Plan is to be prepared by the applicant and approved by Council including:

1. revision of the Glen Innes Aerodrome Manual, and Aerodrome Emergency Plan;
2. provisions for emergency aircraft including Section 44 fire emergencies;
3. implementation of a Drug and Alcohol Management Plan; and
4. compliance with Work Cover and Civil Aviation Safety Regulations.

Subdivision

The final subdivision plan is to provide for the following:

1. A minimum 16 m wide road reserve between Emmaville Road and the public car park.

2. Lot B must be sited to provided clearances / offsets of at least 3 m around the Reddestone RFS brigade station.

3. Splayed corners to Lot A1 to provide for truck maneuvering.

The proposed subdivision will impact on access to the existing aircraft tie-down cable that is shown within proposed Lot B. The applicant is to arrange for an equivalent tie-down cable be provided wholly within the aerodrome land (Lot C).

Aerodrome Amenities

Public access to the aerodrome is required for a number of organisations. Under the proposed subdivision, all existing public toilet facilities, including within the terminal building and separate amenities building, will be located within proposed Lot A to be acquired by AAFT.

There will be ongoing need for public access to amenities, and consideration should be given to maintaining public toilet access at the aerodrome as part of any acquisition agreement.

Additional Information Request

On 15 August 2012, additional information was requested from the applicant addressing a range of matters including a Noise Assessment, Social Impact Assessment, and a Statutory Assessment addressing permissibility of the land use. Additional information was submitted to Council by the applicant on 4 September 2012.

Statutory Assessment

Section 79C of the *Environmental Planning and Assessment (EP&A) Act 1979*, specifies the matters which a consent authority must consider when determining a development application. The s79C evaluation is appended to this report and provides a detailed assessment of the application. It is summarised as follows:

The subject land is zoned 1(a) General Rural under the Severn LEP 2002. An "Educational Establishment" and subdivision of land are permissible with consent in the 1(a) zone.

The application requires a bushfire authority from the NSW Rural Fire Service and is therefore Integrated Development under s91 of the EP&A Act. The application is considered to be Regional Development as defined in Schedule 4A of the *EP&A Act* as it is Council related development with a Capital Investment Value (CIV) of over $5 million. Regional Development is determined by the Joint Regional Planning Panel (JRPP).

Relevant Statutory Instruments:

The following environmental planning instruments are relevant to assessment of this application:

- ✓ State Environmental Planning Policy (State and Regional Development) 2011
- ✓ State Environmental Planning Policy No 55 - Remediation of Land
- ✓ State Environmental Planning Policy (Rural Lands) 2008
- ✓ State Environmental Planning Policy No. 33 – Hazardous and Offensive Development
- ✓ State Environmental Planning Policy (Infrastructure) 2007
- ✓ Severn Local Environmental Plan 2002
- ✓ Glen Innes Severn Local Environmental Plan 2012

A full assessment of each of these plans is provided in the Section 79C assessment appended to this report at Attachment A.

Issues

The issues provided in this section of the report are a summary of matters which are considered to be core to the merit assessment of this application and generally focuses on those concerns that have been raised a number of times in public submissions. It does not address all issues raised in submissions. A list of all matters raised in submissions is provided in a separate Attachment (C) to this report. Matters raised in public submissions have been taken into account and, where considered necessary, the consent conditioned accordingly.

Concerns raised in submissions relate primarily to noise impacts, additional traffic impacts, the capacity/condition of Emmaville Road and its intersections and the sale of aerodrome land to a private interest.

Noise impacts and hours of operations was raised in submissions, with several surrounding owners stating that a reduction in the flight time periods per day would alleviate adverse impacts arising from the proposal.

The proponents seek consent to operate daily from 6am to 10pm except for significant public holidays. Surrounding land owners have requested that flight hours be reduced from 7 days to $5^1/_2$ to 6 days per week to provide some relief from the constancy of flight training.

Presently, there are no limitations on hours of operation of the Glen Innes aerodrome. Any consent conditions that restrict the operational hours of the AAFT would have no effect on the normal day to day operations of the Glen Innes aerodrome.

Given that the proposed development will significantly increase flight activity immediately surrounding the aerodrome, and that this activity will be constant throughout the day, it is reasonable to address the concerns of the surrounding land

owners and mitigate those impacts through an appropriate consent condition. A condition of consent will be the reduction of core flight hours and the formation of an airport Consultative Committee to monitor the ongoing operations of the AAFT college.

Further, the proponent is required to provide Council and/or the Consultative Committee access to flight logs to verify compliance with consent conditions and to address (any) complaints that may be received in regard to flight operations.

Additionally, prior to the commencement of Stage 2, the Proponent must conduct an acoustic assessment of the operational noise impacts to the most impacted surrounding dwellings to verify the findings of the modeled noise assessment. If 'actual' noise levels are found to exceed the acceptable standard, then the Proponent will be required to carry out remediation works to the affected dwellings and/or amend the flight circuits.

Many of the submissions raised concerns regarding the sale of aerodrome land to the proponent. Although the permissibility of the proposed subdivision is considered in this assessment, the tenure of the resulting lots is not a matter for consideration. Whether or not the proposed lots are sold or leased to the proponent is a commercial matter that would be considered by Council separately to this development application.

A significant number of submissions (over 600) were in support of the development. Many of these submissions were in the form of a 'pro-forma' letter of support in terms of the economic, social, employment and tourism value of the proposal. Local Benefit Calculations provided by Mitchel Hanlon Consulting Pty Ltd indicate that the development will result in flow-on effects to the local economy of around $20M by the end of Stage 4. This data has not been independently verified, however, it is likely that the development will result in a positive economic impact on the Glen Innes region in terms of increased employment opportunities and capital investment.

It has been necessary to impose a Deferred Commencement condition in relation to potential site contamination. It is necessary to prepare a preliminary contamination assessment of the site in accordance with SEPP 55 so that Council may determine whether the site is suitable for the proposed use.

Conclusion

The subject site is considered to be highly suitable for the development of an aviation training college for the following reasons:

1. Aviation related infrastructure is already in place at the aerodrome;
2. The proposed aviation college is a permissible land use of otherwise underutilised public infrastructure;
3. The aerodrome is sufficiently distant from the town area to enable AAFT to plan flight circuits that do not overfly residential areas;

4. There are minimal sensitive receptors in the surrounding rural area;
5. The site of the college structures are well screened from Emmaville Road by an existing advanced pine hedge row;
6. The proposal involves a 30 year lease of the aerodrome infrastructure involving taking over the financial responsibilities for maintenance of that area, relieving Council of a significant ongoing financial burden.
7. Use of the Glen Innes Aerodrome for aviation related industry is consistent with the Glen Innes Social Plan and the Glen Innes Severn Land Use Strategy and is considered to be in the public interest.
8. The development will result in the payment of over $280,000 to Council for developer contributions for past water and sewer headworks charges and the 1% developer levy.
9. At the completion of Stage 4, the development will have an annual operating budget of around $18 million and is expected to create 206 new full time jobs with around 116 employees residing in the Glen Innes locality. Accordingly, the development will have a significant positive economic impact within the Glen Innes area.

RECOMMENDATION

A. That Development Application No. 9-/12/13 for an 'Educational Establishment' comprising aviation training college, incorporating accommodation, teaching facilities, dining and recreation facilities, in association with Glen Innes Aerodrome facility, and three (3) lot subdivision of Lot 3 DP 1102229 be approved subject to the conditions specified at Attachment B.

B. That persons who have made submissions on the application be informed of the determination.

ATTACHMENT A

Section 79C Evaluation

a) the provisions of,
i. any environmental planning instrument, and

State Environmental Planning Policy (State and Regional Development) 2011

One of the aims of this Policy is to confer functions on joint regional planning panels to determine development applications. The SEPP applies to development of a class or description included in Schedule 4A to the *EP&A Act.* Schedule 4A lists Council related development with a capital investment value (CIV) of over $5 million if the council is the owner of any land on which the development is to be carried out.

The subject proposal has a CIV of $14,834,50 and will be carried out on Council owned land. It is therefore classified as regional development and will be determined by the JRPP.

State Environmental Planning Policy No. 33 – Hazardous and Offensive Development

This Policy provides definitions for 'hazardous industry', 'hazardous storage establishment', 'offensive industry' and 'offensive storage establishment'. The definitions apply to all planning instruments, existing and future.

The AAFT proposal triggers an assessment of the application against the provisions of SEPP 33 as it is considered a potentially hazardous development. This is due to the proposed storage of 104,000 L of Jet A1 fuel at the site.

SEPP 33 requires a preliminary hazard analysis (PHA) to be prepared to accompany all development applications for potentially hazardous development. The PHA supplied with this application found that none of the proposed storage quantities of fuel exceed SEPP 33 risk screening thresholds and therefore the development is not hazardous and SEPP 33 does not apply.

State Environmental Planning Policy No. 55 – Remediation of Land (SEPP 55)

Under SEPP 55, development consent cannot be granted unless the consent authority has considered (a) whether the land is contaminated, and (b) if the land is contaminated, whether it is satisfied that the land is suitable in its contaminated state (or will be suitable after remediation) for the proposed purpose, and (c) if the land requires remediation to be made suitable for the proposed purpose.

A preliminary contaminated site investigation (PCSI) was not provided by the applicant therefore it is not yet known whether the site is suitable for the proposed development in its present state or whether remediation is required.

A site inspection identified that activities undertaken on the AAFT compound area that may have the potential to lead to contamination include:

1. Work shop/storage sheds use for aircraft maintenance, fuel and chemical storage and pesticides / organophosphates used in landscaping.
2. On-site effluent treatments systems associated with existing sheds, hangers and ancillary dwellings; and
3. Asbestos building products and lead-based paints associated with the construction and maintenance of existing dwellings, buildings and structures.

The existing caretakers dwelling, workshop/storage shed and small above ground diesel tank and shed area located within the AAFT compound area will be demolished, however, the nature of their past use indicates that this part of the site may be contaminated and may require remediation.

Initial enquiries of former aerodrome personnel indicates that, other than the workshop/storage shed, the AAFT compound area has not previously been used for any purpose other than as a landscaped area.

As a PCSI was not supplied with the Statement of Environmental Effects, it is not yet known whether the site is contaminated, whether the site is suitable for the proposed use or whether the land requires remediation. As such, development consent cannot yet be granted. Therefore a deferred commencement condition is recommended requiring a PCSI of the site prepared by a qualified consultant in accordance with *Contaminated Sites – Guidelines for Consultants Reporting on Contaminated Sites*, (EPA September, 2000).

State Environmental Planning Policy (Infrastructure) 2007

The aim of this Policy is to facilitate the effective delivery of infrastructure across the State. Clause 104 *Traffic Generating Development,* requires that certain development applications are referred to the RMS (formerly RTA) for comment. As the development is for an '*educational establishment'* of '*50 or more students'* '*on any road'* the application required referral for comment.

The consent authority must also consider:

- *the accessibility of the site concerned, including:*
  - ✓ *the efficiency of movement of people and freight to and from the site and the extent of multi-purpose trips, and*
  - ✓ *the potential to minimise the need for travel by car and to maximise movement of freight in containers or bulk freight by rail, and*
- *any potential traffic safety, road congestion or parking implications of the development.*

These matters were assessed by Council's Manager of Technical Services as discussed earlier in the report.

State Environmental Planning Policy (Rural Lands) 2008

This SEPP aims to facilitate the orderly and economic use and development of rural land in NSW. This SEPP enables subdivision of rural land for the purpose of primary production below the minimum lot size without allowance for a dwelling and it also introduces heads of consideration for the assessment of land use conflict when Councils consider development applications in rural areas.

Clause 10 provides several matters to be considered in determining development applications for rural subdivisions that involve the erection of rural dwellings. The subject proposal seeks consent to subdivide land for aerodrome land management purposes and does not involve the erection of a dwelling. There are no other provisions of the Rural SEPP that apply to the subject proposal.

Severn Local Environmental Plan 2002

Under the Severn Local Environmental Plan 1998 (LEP) the proposed development site is zoned 1(a) General Rural zone.

Permissibility
The General Rural Zone is an 'open zone' in that any development not included in item (2) of the zone table is permissible with consent.

The proposal is defined as an 'educational establishment', which means:

> *'a building used as a school, college, technical college, academy, lecture hall, gallery or museum, but does not include a building used wholly or principally as an institution or child care centre'.*

The accommodation and recreational elements of the proposal are ancillary to the primary use as an educational establishment.

A use is ancillary to another use if it is incidental or subservient. If a use is ancillary, then it is to be characterised as being for the dominant purpose (PN 11-003 NSW Planning). In the subject case the ancillary uses are for the dominant purpose, the flight training academy, and would not occur on the site were it not for the proposed educational establishment.

Zone Objectives
The applicant provided the following comments in relation to how the development meets the objectives of the zone.

- ✓ *Providing an alternative non-agricultural purpose that will assist in sustaining the economic and social viability of the area of Glen Innes Severn area. The proposed International Aviation College will value add to the existing Glen Innes Airport and associated facilities;*

- ✓ *Not impacting upon the surrounding agricultural land uses as the proposal is within the boundaries of the existing Glen Innes airport;*
- ✓ *Not impacting upon any water resources or fisheries habitat, areas of significance for nature conservation, or "environmentally sensitive areas";*
- ✓ *Not impacting upon any places or buildings of archaeological or heritage significance;*
- ✓ *The subject site is currently used as the Glen Innes Airport and not for agricultural purposes, therefore the proposed International Aviation College and the proposed three lot subdivision will not impact upon the agricultural viability of the subject site due to the existing airport use.*

The proposed three lot subdivision may impact on the leasehold land held within proposed Lot C. This land is currently under lease to the NSW Agriculture Research Station and is used for grazing of stock.

Clause 15 What restrictions apply to access to a public road?

This clause requires development consent for the construction of a road that has access to a public road. The proposal will involve upgrading of the internal access road and upgrading of the intersection with Emmaville Road as set out in the conditions of this consent.

Clause 16 What restrictions apply to land subject to bushfire hazards?

Planning for Bushfire Protection (PfBP) 2006 provide guidelines for subdivision of bushfire prone land. Part of the subject land is mapped as bushfire prone land, therefore development requires a Bushfire Safety Authority from the NSW Rural Fire Service (RFS). Any requirements of the NSW RFS and the provisions of PfBP 2006 prevail over this clause.

Clause 18 What services are required for buildings and dwellings?

The clause requires that consent not be granted to the erection of a building (other than a dwelling) on any land unless Council has assessed the need for water supply and sewage disposal.

Council has assessed the proposal and requires that reticulated water and sewerage facilities are extended to the site at the cost of the application as discussed earlier in this report.

Clause 21 What guidelines will consent authority use to assess development proposals?

This clause requires that Council considers any guidelines for *'that kind of development that have been established by it in consultation with relevant public authorities'.*
Council's Manager of Technical Services considered the following guidelines in reference to the proposal:

1. The Aerodrome Local Ownership Plan (ALOP)

2. Obstacle Limitation Surface (OLS)
3. Civil Aviation Safety Regulations
4. RTA Guide to Traffic Generating Development
5. ANEF Land Use Compatibility Advice
6. Austroads Guidelines

Clause 23 What controls apply to the subdivision of land generally?

This clause requires development consent for the subdivision of land. The consent authority must be satisfied that the primary purpose for which each allotment to be created by the subdivision will be used is substantially consistent with the objectives of the zone within which the land is situated.

The primary purpose of each proposed lot is for aerodrome related purposes. The primary purpose of the proposed subdivision is not inconsistent with the General Rural zone objectives in that the proposed land use occurs wholly within the boundaries of land already used for aerodrome purposes.

Clause 26 What controls apply to subdivision for other purposes in Zone No 1 (a)?

This clause provides that consent may be granted to a subdivision of land within Zone No 1 (a) to create an allotment to be used primarily for purposes other than agriculture or a dwelling, if the consent authority is satisfied that:

a) the area of each allotment to be created by the subdivision is appropriate having regard to the purpose for which it is being created, and

b) the purpose for which the allotment is to be used involves the provision of facilities, including tourist facilities, for horticulture, or the supply of goods or services for which there is a demand in the locality, and

c) in the case of an allotment to be used for the provision of facilities or the supply of goods or services, the level of demand for the facilities, goods or services which are to be supplied from the allotment, and the extent to which that allotment is proposed to be used to meet that demand, justify the creation of the allotment notwithstanding its agricultural value, in particular, taking into account whether the land is prime crop and pasture land, and

d) where the purpose of the subdivision is for horticulture, that such use is substantially commenced, and is of sufficient scale to demonstrate commercial intent. (Commercial intent is considered to be demonstrated where the nature of the horticultural production satisfies the test for "primary producer" status under the Commonwealth Income Tax Assessment Act 1936.)

The applicant provided the following information in regard to Clause 26:

The proposed three lot subdivision achieves the requirements of Clause 26 by:

- ✓ *The newly created lots will continue to be used for airport and airport related land uses.*

- ✓ *Lot 3 DP 1102229 is currently being used for the purposes of an airport and not agricultural purposes; therefore there will not be a decrease in agricultural value if the subject site is subdivided.*
- ✓ *The proposed primary and secondary/ancillary uses are uses that can be considered for development consent under LEP 2002.*

Clause 43 What applications require special advertising?

"Educational establishments" in the 1(a) General Rural zone are not identified as development that requires advertising under the LEP. Note that the Glen Innes DCP provides a schedule of development to be advertised as discussed later in this section.

ii) The provisions of any draft environmental planning instrument.

Draft Glen Innes Severn Local Environmental Plan 2012

The draft Glen Innes Severn Local Environmental Plan (GISLEP) 2012 was an exhibited draft LEP at the time of lodgement of the DA on 3 August 2012.

The GISLEP came into effect on 14 September 2012. Clause 18A of the GISLEP provides that if a DA has been made before the commencement of this plan, then the DA must be determined as if the GISLEP had not commenced.

In this case, the provisions of the GISLEP should be taken into consideration, however, determination of the proposal relies on the provisions of the current Severn LEP 2002.

The subject land will be zoned RU1 Primary Production under GISLEP 2012.

Permissibility:

The proposal is defined as an 'Educational establishment' under the GISLEP 2012, which means:

> *a building or place used for education (including teaching), being:*
> *(a) a school, or*
> *(b) a tertiary institution, including a university or a TAFE establishment, that provides formal education and is constituted by or under an Act."*
>
> *'School' means a government school or non-government school within the meaning of the Education Act 1990.*

The proposal is considered to be a registered 'non-government school'. Upon completion of the AAFT courses, students will receive recognised Commonwealth Register of Institutions and Courses for Overseas Students (CRICOS) Certificates in aviation and mechanics/avionics as well as English Language enhancement courses delivered by TAFE or UNE.

The accommodation and recreational elements of the proposal are ancillary to the educational establishment as discussed earlier with reference to the Severn LEP 2002.

The objectives of the RU1 Primary Production zone are:

- *To encourage sustainable primary industry production by maintaining and enhancing the natural resource base.*
- *To encourage diversity in primary industry enterprises and systems appropriate for the area.*
- *To minimise the fragmentation and alienation of resource lands.*
- *To minimise conflict between land uses within this zone and land uses within adjoining zones.*

The subject proposal is not inconsistent with these objectives in that the development will be carried out wholly within land already used for non-agricultural purposes. Clauses 7.4 *Airspace operations* and Clause 7.5 *Development in areas subject to aircraft noise* provide controls to minimise land use conflict between aerodrome activities and surrounding rural land. Specifically, these controls seek to provide for the effective and ongoing operation of the Glen Innes Aerodrome whilst minimising the impact of aircraft noise to nearby sensitive receptors.

The subject proposal is low in profile and will not penetrate the Obstacle Limitation Surface. An acoustic assessment of the impact arising from the increase in aircraft activity generated by the AAFT academy indicates that noise impacts to nearby sensitive receptors are within the NSW EPA Industrial Noise Policy (INP) noise thresholds.

iii) Any Development Control Plan

Glen Innes Development Control Plan (DCP) 2008

Part B Public Notification and Advertising provides that public notice will be given by Council in relation to certain development applications in accordance with Table 1. Council may also give press releases to local media agencies and/or arrange presentation and discussion seminars with relevant community groups if there is widespread community interest in a particular matter.

The subject development is a 'type 3' application and requires adjoining owner notification and public exhibition for a minimum of 14 days.

Surrounding owners were notified in writing, a notice of the development was placed in the local newspaper and a public forum was held as discussed earlier in the report.

iv) the regulations (to the extent that may prescribe matters for the purposes of this paragraph), that apply to the land to which the development application relates,

The provisions of AS 2601 have been considered in regard to the demolition of the existing dwelling and site structures, otherwise, no prescribed matters, under the *Environmental Planning and Assessment Regulation 2000* are relevant to the proposal.

b) the likely impacts of that development, including environmental impacts, on both the natural and built environments, and social and economic impacts in the locality,

Noise

A desktop noise assessment was carried out by Mitchel Hanlon Consulting Pty Ltd to assess the existing ambient noise environment in accordance with the *NSW Environmental Protection Agency (EPA) Industrial Noise Policy (INP).*

The noise assessment has considered the estimated maximum number of additional aircraft movements by the end of Stage 4. An average of 200 daily circuits will be flown daily and an average of 20 evening circuits will be flown seven days per week.

Upon commencement of the academy, the actual number of daily aircraft movements will be proportional to the number of students enrolled and may be reduced if the use of flight simulators increases in accordance with CASA regulations. Notwithstanding this, it is essential to model noise impacts using 'worst case' scenario.

There are no ANEF contour data available for the Glen Innes Aerodrome. Therefore, a 'Flight Path Based Approach' was adopted to predict noise impacts on sensitive receptors (nearby rural dwellings). Noise impacts were modeled using Acoustical Test data for the 'Diamond DA40' aircraft and tested against 14 sensitive receptors (rural dwellings and the 'ag station') based on the proximity of each receptor to the flight circuits and the height of the aircraft within the circuit. Atmospheric absorption and ground effects to noise attenuation were also evaluated as described in the noise report.

The noise thresholds in the NSW Industrial Noise Policy were adopted. For day time operations, the maximum noise level is 55 dB(A) for rural areas whilst for evening levels, it is taken to be 50 dB(A).

Australian Standard AS 2021-2000 Acoustics – Aircraft Noise Intrusion – Building Siting and Construction provides a table of indoor sound levels for a range of building types. The indoor design sound level for houses is:

Sleeping area, dedicated lounges	50 dB(A)
Other habitable spaces	55 d(B(A)
Bathrooms, toilets, laundries	60 dB(A)

By way of comparison, the NSW EPA Amenity criteria for rural dwellings are:

Time of Day	**Recommended L_{Aeq} Noise Level dB(A)**

	Acceptable	Recommended Maximum
Day	50	55
Evening	45	50
Night	40	45

On this basis, an indoor night time noise level of 50 dB(A) is considered a reasonable 'benchmark' in terms of ensuring that noise levels from increased aircraft activity occurring as a result of the proposal does not impact on the amenity of rural dwellings in the vicinity of the aerodrome. It is generally accepted that there is an amelioration in the order of 10 dB(A) from outside to inside of a normal dwelling.

The noise assessment found that the highest calculated noise levels occur at Receptor 1 "Tara", [52.6 dB(A)] – located south of runway 32 and at Receptor 6 "Clarevaulx" [47.6 dB(A)] -. located west of runway 10 directly under the 'leg' of the circuit where the aircraft is climbing between 500 and 1,000 feet.

The authors of the noise assessment, Mitchel Hanlon Consulting Pty Ltd, recommend that once Stage 4 is completed, noise levels are to be monitored at Receptors 1 and a report submitted annually to the airport manager/owner. If noise levels are found to exceed the INP thresholds, operational measures to reduce noise impacts should be introduced and monitored for their effectiveness.

Given that the noise assessment has been prepared using modeled data, and that some of the results indicate that noise levels for some receptors are in the upper ranges of 'acceptable' in accordance with the NSW EPA Amenity Criteria, it is reasonable to require additional noise monitoring after the completion of Stage 1. If monitoring indicates that the acceptable noise thresholds are exceeded, AAFT will be required to amend their operations to mitigate noise impacts to ensure they are within acceptable ranges.

It is noted that the proponent intends to use diesel fuel in the Diamond aircraft and also that four Cessna C172s will be used. The noise modeling does not take into account whether aircraft are noisier using diesel fuel or whether the Cessna aircraft are noisier than the Diamond DA40. Further noise assessment prior to the commencement of Stage 2 will determine if these factors have a significant impact on noise levels.

Traffic and Access

A detailed assessment by Councils Manager of Technical Services is summarised earlier in this report and provided in full at Attachment F.

The applicant is required to contribute to the cost of upgrading existing intersections as a result of increased traffic from the development in accordance with the RMS Austroads standards. The applicant is required to provide additional car parking on

site to ensure that overflow car parking does not occur in an ad-hoc manner within and around the public areas of the aerodrome.

Economic and Social Impact

The proponent advises that the proposed academy will cost approximately $14 million to construct, will have an operating budget of around $18 million per annum and is expected to create 206 new full time equivalent (FTE) jobs, of these 116 new employees will relocate to the Glen Innes area.

A Social Impact Statement (SIS) was prepared by Mitchel Hanlon Consulting Pty Ltd to identify potential issues arising from the proposal and also to address the following matters:

- Employment and flow-on effects
- Social welfare of students and interaction with Glen Innes residents
- Site security
- Campus noise; and
- Provision of medical support services.

Employment and flow-on effects

The employment break-down of the AAFT will be as follows:

Category	No. of staff	Category	No. of staff
Directors	2	Operations Manager	1
Engineers	5	Other managers	5
Simulator Instructors	4	Testing Contractors	2
Flying instructors	67	Student liaison	2
Ground Instructors	37	HR Administration	1
Chief Flying Instructor	1	Student Manager	1
Finance Manager	1	Cleaning Staff	20
Drivers	4	Grounds Staff	5
Catering labour	35	Clerical Staff	6
TOTAL FTE			206

The consultants estimate that for every job generated by the project a further 2.4 jobs will be generated in the area to support the operation of the academy.

The consultants estimate that:

> *It is likely that between $25M to $30M per annum will find its way via several mechanisms into the regional economy and directly into the township of Glen Innes. These include wages, catering and laundry supplies, maintenance, Council charges, transportation, housing construction and ongoing associated costs, food and groceries, clothing, entertainment, sporting events and activities, accommodation, cafes, restaurants & clubs, specialties & souvenirs and tourism.*

A breakdown of 'local benefit calculations' is found in Appendix B of the SIS.

Upon commencement of Stage 1 of the development, developer contributions of over $280K will be payable to Council for water and sewer headworks charges and the 1% developer levy. The applicants are responsible for the full cost of extending services to the aerodrome. The water and sewer infrastructure will be located within the Emmaville Road reserve and will become a Council asset.

It is not certain how many staff/directors of AAFT will reside in Glen Innes at the commencement of Stage 1 of the academy. It is likely that the initial take up of accommodation in Glen Innes will have a positive impact on reducing an 'oversupply' of housing stock for sale. Over the longer term, if signification numbers of staff are accommodated in Glen Innes, this may lead to increase in housing and rental prices and a decrease in affordability of housing stock for local people.

There will be a significant economic benefit to Council, if Council enters into the proposed 30 year lease of the aerodrome infrastructure. Council's Director of Development, Regulatory & Sustainability Services estimates that *'including administration and depreciation costs, the airport is expected to have a loss of $238,369 in 2012-13. Over a 30 year period, without inflation or capital expenditure, this would amount to a cost to Council of $7.15 million'*. The terms of the 30 year lease include taking over the running costs of the aerodrome infrastructure.

Social Implications

The proposed training facility will accommodate up to 600 students by the completion of Stage 4. Students will be predominantly male, aged between 18 to 24 and 70% will be of Asian or Middle Eastern ethnic origin.

These students will be accommodated on site and will be undergoing a strenuous study program at of cost of around $100K per student. Many of the overseas students will be 'sponsored' by their employers and expectations for successful completion of their courses will be high.

At full capacity, there will be around 60 students with free time on any one day. AAFT will provide buses for transport to Glen Innes and will encourage community involvement with Glen Innes.

While all students will be expected to be fluent in English and all classes and assessment will be in English, it is likely that there will still be a slight language barrier and possibly a cultural barrier between the students and existing Glen Innes residents.

It is realistic to expect that the influx of students will be gradual, the proponent estimates the initial intake would be in the order of 50 to 60 students. As such, social changes to Glen Innes will also be gradual as the academy grows over a five year period.

The Social Impact Statement lists a number of social mitigation strategies proposed by the AAFT including organized sporting competitions, host family programs, formal dinners with the community arranged by the AAFT and so forth. Whilst it is unwieldy to enforce these mitigation strategies by way of consent conditions, it is understood that the AAFT recognise that the success of the academy will be partially contingent upon good social cohesion with the Glen Innes community.

Site security

The AAFT compound area (within proposed Lot A) will be surrounded by an 1800mm high steel mesh security fence with five coded gates. Security cameras will monitor the site and apron area.

Pole lighting will be installed in the car park, site entry and hardstand area with pathway bollard lighting throughout the site as shown on drawing # 1211-DA11. These flood lights are required to comply with the specifications in the Civil Aviation Safety Regulations (CASR) and the Air Services Act 1995. To mitigate any impacts on nearby residences, all lighting will be shielded and directed inwards and downwards. Fire hydrants will be installed throughout the campus area.

Campus noise

In relation to campus noise, the SIS states that:

> *It is planned that during the day, the maximum noise level will be 50dB(A).In the evening up to 22:00 hours it will be no greater than 45 dB(A) and after22:00 to 05:00 the level will not exceed 40 dB(A).*

The campus structures are low in profile and will be screened from the south and west by the existing tall pine hedge row, mitigating visual impacts which also has the effect of reducing perceived noise impacts.

Provision of medical support services.

The SIS states that:

- *Students require a comprehensive medical examination before receiving a visa or being accepted by the AAFT. Medicals conducted by CASA approved doctors and ophthalmic surgeons are conducted each 6 months for the students to be able to maintain their licence.*
- *From Stage 2 a nurse will be on site to monitor student health and provide first-aid facilities. At Stage 4 this will be a full time position.*
- *College students will not be able to access Medicare services unless they are Australians or from the UK under the reciprocity arrangement.*

On this basis, it is unlikely that the AAFT will have a significant impact on existing medical services as the students will be 'young and healthy' and will generally take care of routine medical matters 'in-house'.

As stated previously, the AAFT will grow gradually, allowing for the existing facilities in Glen Innes to adjust to (any) significant increase in patient numbers.

Flora and fauna impacts

The impact of the AAFT academy on the ecology of the area will be very limited. The site has low habitat value as there is no native or unmodified vegetation. There is no evidence that Koalas use the site and the closest location of a significant stand of native vegetation (box gum trees) is around 1km to the north of the site area. The runways are surrounded by fenced pasture and have little habitat value.

No significant impact is expected to result from the development on threatened biodiversity and matters of national environmental significance. The development does not require referral to the Commonwealth Minister for the Environment for consideration under the *Environmental Protection and Biodiversity Conservation Act 1999.*

Heritage

A search of the Department of Environment and Climate Change's Aboriginal Heritage Information Management System (AHIMS) database revealed that no sites of Aboriginal cultural heritage significance within a 500m radius of the aerodrome. There are no items listed on Schedule 5 Environmental Heritage of the draft GISLEP 2012 within or surrounding the aerodrome.

Visual impact

All buildings proposed to be constructed as part of the AAFT will be elevated 550mm on piers above the natural ground level. The proposed new buildings are prefabricated, will be very similar in appearance and will be densely located within proposed Lot B south of the aerodrome access road.

The site is flat and screened by a tall pine *(torrelosa*) hedge that is well established along the southern and eastern perimeters of the site. Many exotic trees have been established and maintained within the site area by the aerodrome staff. It is

unfortunate that some of these trees will need to be removed for the development, however, it will be desirable both from a visual perspective and also to provide shade and shelter that as many advanced trees are retained as possible.

A Landscape Plan is to be prepared showing the trees to be removed / retained and lodged for approval prior to the release of the Construction Certificate.

Stormwater

An increase in stormwater will occur as a result of the development, due to the increase in hardstand areas. The applicant is required to prepare detailed stormwater management plans and calculations demonstrating that the development will not adversely impact on the surrounding environment.

To reduce the quantity of stormwater discharged to the surrounding area a condition of the consent will require that each accommodation building, the operations block, teaching block and dining block will be connected to a 5,000 L rainwater collection tank. These tanks will be plumbed in for use in flushing toilets. The water will also be used for watering gardens and washing aircraft.

Water and Sewer Services

Water and sewer services will be extended to the site as discussed earlier in the report. Appropriate consent conditions are included requiring the developer to meet the full cost of extending services and also to contribute to headworks charges for past upgrading works.

c) the suitability of the site for the development,

The AAFT is proposed to be located at an existing Glen Innes aerodrome where facilities are already available and aircraft currently fly in and out, albeit much less frequently than what is proposed. A commercial airline serviced the Glen Innes area up to the late 1980s and a daily courier flight (TOLL) still services Glen Innes. The aerodrome is also used by the aeroclub and for aerial spraying contractors.

The site's attributes are highly suitable for the proposed purpose. Services will be extended to the site and the Emmaville Road and its intersections will be upgraded in accordance with the consent conditions to cater for additional traffic. Nearby residences are few (18 within a 3 km radius of the cross runways) and the anticipated impact of the increased occurrence of noise generated by AAFT will be limited and manageable through consent conditions.

One of the matters raised in consultation with the community in the preparation of the Community Strategic Plan 2011-12 was the use of the airport for air services related industry. Whilst this does not imply a blanket acceptance of any development at the airport, it confirms the community's general acceptance of increased usage of the aerodrome facilities.

d) Any submissions made in accordance with this Act or the regulations

Public Submissions

Submissions were invited from the public until 7 September 2012. 718 written submissions were received which have been categorised as follows:

- 688 - in support
- 3 - conditional support
- 14 - objections
- 13 - conditional objections

A table summarising submissions and their responses is found at Attachment C.

Agency Submissions

The application was referred to the RMS (formerly RTA), Air Services Australia and NSW Police for comment and to the NSW Rural Fire Service (RFS) for a Bushfire Safety Authority. Responses are found at Attachment E.

The RMS provided a written response on 10 September 2012. RMS has no objection to the development and provided comments concerned with the safety of the existing road network and consideration of cycling as an alternative mode of transport.

NSW RFS issued a conditional Bushfire Safety Authority on 27 September 2012.

e) The public interest.

Community response to a proposed development is one aspect of the public interest. The application of ecologically sustainable development (ESD) principles is also relevant to the public interest. Council's non-statutory plans and policies are also relevant to the public interest of the development.

As discussed earlier, the community response to this development has been considerable with 718 written submissions received. Of those 688 were in support of the development, albeit most were a pro-forma letter of support on economic grounds. Many of the letters of objection where concerned with noise impacts and the sale of the aerodrome with several people, whilst objecting to the sale of the land, were otherwise in support of the proposal.

It is considered that adverse impacts to the amenity of the affected surrounding rural dwellings may be managed in accordance with the relevant industry guidelines and noise standards and the conditions of consent.

ESD principles are interrelated with the environmental impact of a development. In the subject case, the site is highly managed land and comprises little native vegetation or habitat links or corridors. Native habitat is actively discouraged within

the aerodrome land to deter vegetation / wildlife that would lead to an increase in the potential for bird-strike.

It is therefore reasonable to conclude that the development will not have such a significant impact to the natural area that it would irretrievably harm the environment. Cumulative impacts arising from the development, such as additional traffic, waste disposal and demand on servicing, are adequately managed by the conditions of the consent.

The development is considered to be an appropriate use of an otherwise under utilised local resource that has the capacity to stimulate the local economy without creating significant adverse impacts to the surrounding natural or built environment.

The Glen Innes Community Strategic Plan 2011 is a non-statutory planning policy developed as a result of extensive consultation with the local community. One of the objectives of the plan is to ensure that *'employment opportunities are available particularly for young people, and Aboriginal people, and to attract people to come to live in the LGA'*. One of the strategies to achieve this objective is to *'Consider the use of the Glen Innes Airport for air services related industry'*.

The Glen Innes Land Use Strategy was developed to guide the preparation of the draft LEP 2012 and also involved considerable community consultation. The strategy found that *'land use strategies should recognise the opportunities that future airport activities could provide for the growth of the local economy, whilst acknowledging and addressing the current constraints to operations*'.

One of the strategic directions involved examining '*the possibility of expanding the airport to allow for the development of an airpark, which could include things such as aerodrome accommodation, related industrial support activities and flight training centre'.*

The land use recommendations of the Land Use Strategy have progressed to the preparation of the draft Glen Innes Severn LEP 2012 which came into effect on 14 September 2012.

The proposed AAFT training school is considered to be in the public interest as it is consistent with the adopted strategic directions for the LGA. Adverse impacts to the amenity of surrounding land owners can be managed through the consent conditions and compliance with industry guidelines and requirements.

DEVELOPMENT APPLICATION 9/12-13 – Aviation Training College – Glen Innes Aerodrome – Lot 3 DP 1102229

ATTACHMENT B

Development Application 09/12-13

Schedule of Conditions

Deferred Commencement Condition (s80(3) EP&A Act)

1) This consent is not to operate until the following requirement is met to the satisfaction of Glen Innes Severn Council:

   A preliminary contaminated site investigation in accordance with State Environmental Planning Policy 55 – Remediation of Land must be conducted for the development site (Proposed Lot A). If Council is satisfied that based on the findings of the preliminary contaminated site investigation, the land is uncontaminated, suitable in its contaminated state, or will be suitable after remediation, then this condition is satisfied.

   Reason: To ensure that the development does not proceed until Council is satisfied that the land is suitable for the proposal.

Prescribed Conditions (Section 80A(11) EP&A ACT)

Building Code of Australia

2) All work must be carried out in accordance with the requirements of the Building Code of Australia

   Reason: To comply with the provisions of Clause 98 of the Environmental Planning & Assessment Regulation 2000.

Signage

3) A sign must be erected in a prominent position on any site on which building work, subdivision work or demolition work is being carried out:
   a) showing the name, address and telephone number of the principal certifying authority for the work, and
   b) showing the name of the principal contractor (if any) for any building work and a telephone number on which that person may be contacted outside working hours, and
   c) stating that unauthorised entry to the work site is prohibited.

   Reason: To comply with the provisions of Clause 98A of the Environmental Planning & Assessment Regulation 2000.

Development is to be in accordance with approved plans and supporting documents:

4) The proposed development be carried out in accordance with the plans listed below except where modified by any conditions of the consent:

Drawing No.	Name of Plan
DA 00	Cover page – Issue C
DA 01	Existing Site Plan - Issue B
DA 02	Proposed Site (Roof) Plan – Issue C
DA 03	Proposed Ground Plan – Issue C
DA 04	Staging Diagram – Issue C
DA 05	Site Entry Elevation – Issue B
DA 06	Building Plans and Elevations-Classrooms/kitchen – Issue B
DA 07	Building Plans and Elevations-Flight Operations/Recreation – Issue B
DA 08	Building Plans and Elevations-Recreation/Computer/Reception – Issue B
DA 09	Building Plans and Elevations-Simulator/Bed Units - Issue B
DA 10	Demolition Plans – Issue A
DA 11	Lighting Plan – Issue A
DA 12	Fencing Plan – Issue A
DA 13	Site Service Plan – Issue B
DA 14	Fuel storage and delivery point – issue A
DA 15	Building Plans and Elevations – Issue A

Note: Any proposal to modify the terms or conditions of this consent, whilst still maintaining substantially the same development to that approved, will require the submission of a formal application under Section 96 of the Environmental Planning and Assessment Act 1979 for Council's consideration. If amendments to the design result in the development not remaining substantially the same as that approved by this consent, a new Development Application will have to be submitted to Council.

Reason: To ensure compliance with approved plans.

Staging

5) The development is to be constructed in the following stages (refer drawings # 1211- DA4 & DA10):

Stage 1	200 beds (30 accommodation units) and all other infrastructure.
Stage 2	100 beds (18 accommodation units) and demolition of caretaker's residence and workshop/storage shed.
Stage 3	100 beds (18 accommodation units)
Stage 4	180 beds (37 accommodation units)

Reason: To ensure compliance with approved plans.

Conditions to be Complied with prior to Issuing a Construction Certificate Stage 1

Consultative Committee

6) The Proponent shall establish a community consultative committee for the life of the project, unless otherwise agreed by Council. The Proponent shall ensure the committee structure is approved by Council and is in operation prior to the issue of the occupation certificate or commencement of the academy.

Reason: To ensure a coordinated approach to operational matters of the academy that impact on the community.

Procedures for Air Navigation Services

7) Prior to the issue of a Construction Certificate, the developer is to engage a suitably qualified independent assessor to verify that the development will not impact on Procedures for Air Navigation Services – Aircraft Operations Services (PANS-OPS) which apply to Glen Innes Aerodrome.

Reason: To ensure that the proposed development does not pose a hazard to air traffic using instrument approach procedures.

Headworks Charges

8) The payment to Council of a contribution for water and sewerage headworks at the following rate:

Prior to the issue of a Stage 1 Construction Certificate

Water Headworks. $65,640

Sewer Headworks $72,537

Payment of remaining headworks charges will be as follows:

Prior to the issue of a Stage 2 Construction Certificate

Water Headworks. $76,059

Sewer Headworks $84,051

Prior to the issue of a Stage 3 Construction Certificate

Water Headworks. $81,268

Sewer Headworks $89,808

Prior to the issue of a Stage 4 Construction Certificate

Water Headworks. $93,771

Sewer Headworks $103,624

Reason: Because the development will create an increased demand for water and sewer services and put an increased load on the existing infrastructure.

Landscape Plan

9) A Landscape Plan is to be prepared showing:

   a. trees to be removed / retained
   b. protection of trees during construction
   c. selection of plant species (un-attractive to bird life)
   d. mowing regime of aerodrome grounds (maintenance of grasses to ensure no seeding)

   The Landscape Plan is to be submitted to and approved by the Glen Innes Severn Council's Director of Development, Regulatory & Sustainability Services prior to the issue of the Construction Certificate for Stage 1.

   Reason: To improve the amenity of the site.

External appearance

10) To minimise the visibility of the development, natural colours and non-reflective building materials are to be used for new buildings. Non-reflective roofing material must also be used to minimise glare to pilots. A colour palette and materials schedule is to be submitted to and approved by the Glen Innes Severn Council's Director of Development, Regulatory & Sustainability Services prior to the issue of a Construction Certificate.

    Reason: To improve the amenity of the site.

Developer Contributions

11) In accordance with the provisions of Council's Section 94A plan, a contribution towards the provision, extension or augmentation of public amenities or services, is required to be paid prior to issue of the construction certificate for stage 1. The required contribution is 1% of the estimated cost of the development works, being $140,000.00.

    Reason: To ensure the requirements of Council's Section 94A plan are met.

Waste Management

12) A Waste Management Plan generally as set in Section 9 of the document titled *'Project Outline and Statement of Environmental Effects'* is to be submitted to and approved by the Glen Innes Severn Council's Director of Development, Regulatory & Sustainability Services prior to the issue of a Construction Certificate for Stage 1.

    Note: Liaison with Council's Department of Infrastructure Services is recommended prior to finalisation of the Waste Management Plan.

    Reason: To maintain the amenity of the site.

Local approval

13) Prior to any plumbing work commencing a section 68 local approval is to be lodged with Council.

    Reason: To comply with the Local Government Act 1993.

Public Utility Assessment

14) A public utility assessment shall be carried out on all public utility services in the vicinity of the subject site prior to the commencement of any construction work, and for any service requiring adjustment, the submission to Council of documentary evidence that the relevant utility authorities' requirements have been satisfied.

Reason: Because it is in the public interest that utility services be protected from damage and remain operational.

Conditions to be Complied with prior to construction work commencing

Prior to Commencement of development

15) Prior to commencing work the applicant must appoint a Principal Certifying Authority to carry out the inspections required by these conditions and issue certificates of compliance. The Principal Certifying Authority may be either an accredited certifier or Glen Innes Severn Council. Two days before any work commencing on site the applicant must:

(i) forward Form 7 of the Regulation to notify Council of commencement of work and the appointment of the Principal Certifying Authority (if the Principal Certifying Authority is not the Council, the accredited certifier registration number must be included); and

(ii) notify the adjoining owners that work will commence.

Reason: To comply with the provisions of Clause 81 of the Environmental Planning & Assessment Act 1979

Builder's details

16) Prior to the commencement of work the owner of the premises or the principal certifying authority shall advise Council of the builder's name, address, licence number, phone and fax numbers.

Council is to be immediately informed in writing if

i. A contract is entered into for the work to be done by a different licensee (builder); or
ii. Arrangements for doing the work are changed.

A sign is to be erected in a prominent position on any work site on which work involved in the erection or demolition of a building is being carried out stating that unauthorized entry to the work site is prohibited and showing the name of the person in charge of the work site and a telephone number at which that person may be contacted outside working hours. The sign is to be removed when the work has been completed. This condition does not apply to building work carried on inside an existing building, or building work carried out on premises that are to be occupied continuously (both during and outside working hours) while the work is carried out.

Reason: Compliance with the Building Code of Australia.

Erosion and Sedimentation Controls

17) To prevent soil leaving the site and entering the stormwater system and

causing pollution of rivers and creeks erosion and sediment controls are to be installed prior to work commencing and include the following:

a) The installation of a sediment fence with returned ends across the low side of the site so that all water flows through. Drains, gutters, roadways etc shall be kept clean and free of sediment.
b) To prevent the movement of soil off site, a single entry/exit point to the property shall be constructed of 40mm blue metal aggregate or recycled concrete to a depth of 150 mm. The length must be a minimum of 5 m and a width of 3 m.

These measures shall be maintained throughout the course of construction and until all disturbed areas are restored by turfing and mulching, paving or re-vegetation.

Reason: To comply with the requirements of the Protection of the Environmental Operations Act 1997 and protect the amenity of the local environment.

Conditions to be complied with prior to the issue of a Subdivision Certificate

Subdivision

18) The subdivision is to be carried out generally in accordance with the layout plan submitted with the development application, except as varied by any conditions listed herein. Any minor modification to the approved subdivision plan will require the lodgement and consideration by Council of amended plans. Major modifications will require the lodgement of a new development application.

Reason: To ensure that the subdivision is in agreement with that approved in the development consent.

19) The original plan of survey and two (2) copies are to be submitted to Council for approval and endorsement by the General Manager.

Reason: To ensure that the subdivision is in agreement with the approved plans.

20) If the Subdivision Certificate is not issued, for any reason whatsoever, within twelve (12) months of the date of determination, then the charges and contributions contained in this consent, may be increased to the current rate at the time of payment.

Reason: Because it is in the public interest that the timing of charges coincides with the delivery of services.

21) Prior to the issue of a Subdivision Certificate:

a) all contributions must be paid to Council and all works required by the consent be completed in accordance with the consent, or
b) an agreement be made between the developer and Council;
    i. as to the security to be given to Council that the works will be completed or the contribution paid, and
    ii. as to when the work will be completed or the contribution paid.

Reason: Because it is in the public interest that works are completed and fees are paid in accordance with Council's Management Plan in a timely manner.

22) The final plan of survey is to include a minimum sixteen (16.0) metre wide road reservation, centred on the existing internal access road, and including the car parking area adjacent the terminal building.

Reason: To provide for continued public and emergency access to the aerodrome, and to provide a reservation suitable for running shared utilities and services

23) The provision of minimum three (3.0) metre wide easements with associated Section 88 instruments over any utilities, services or stormwater drainage paths which pass through private property, in favour of the lot or lots which benefit from the utility or service.

Reason: To permit the ongoing operation and maintenance of utility services and infrastructure.

24) Proposed Lot B is to be amended so as to provide a minimum clearance of three (3.0) metres around the existing brigade shed and its connected rainwater tanks.

Reason: To ensure that the external walls of the existing fire brigade station can be maintained, and to ensure a ready supply of water for operational response.

25) The subdivision boundary on the north east boundary of proposed Lot A1 is to be amended if necessary such that the design delivery tanker may continue to discharge fuel to the existing underground fuel tank without its swept path crossing the boundary of Lot A1. Scale plans of the turning and manoeuvring areas are to be submitted to Council and approved prior to the lodgement of a plan of survey.

Reason: To provide for the continued operation of the existing underground fuel facility located on the subject land.

26) The design and construction of a light-aircraft tie-down facility within proposed Lot C. Engineering plans of the facility are to be submitted to and approved by Council's Director of Infrastructure Services prior to the issue of a Subdivision Certificate.

Reason: To ensure that aircraft tie-down facilities will continue to be available at the aerodrome, as the existing light-aircraft tie-down facility will transfer to Lot B when the subdivision is registered.

27) Proposed Lot B must be sited to provided clearances / offsets of at least 3 m around the Reddestone RFS brigade station.

Reason: To provide offsets in accordance with Council's rural building controls.

28) The design and upgrading of public roads and intersections such that they comply with the minimum requirements below:

a) the internal aerodrome access road between Emmaville Road and the public car park adjacent the terminal building to be a two-way bitumen sealed pavement having minimum trafficable width of seven (7.0)

metres, and minimum formation width of 8.4 metres;

b) an Austroads type BAR/BAL intersection at the intersection of Emmaville Road with the internal aerodrome access road;
c) an Austroads type BAR/BAL intersection at the intersection of Emmaville Road with Bullock Mountain Road;
d) an Austroads type BAR/BAL intersection at the intersection of Coronation Avenue with Grafton Street in Glen Innes;

All road works are to be located, designed and constructed in accordance with Austroads standards and Aus-Spec #1 as modified by Glen Innes Severn Council, prior to the issue of a Subdivision Certificate.

Reason: To ensure the proposed roads and intersections are designed and constructed to a standard sufficient for the additional volume of traffic likely to be generated by the proposed development.

29) All road works are to be located, designed and constructed in accordance with Austroads standards and Aus-Spec #1 as modified by Glen Innes Severn Council, prior to the issue of a Subdivision Certificate.

Reason: To ensure the proposed roads and intersections are designed and constructed to a standard sufficient for the additional volume of traffic likely to be generated by the proposed development.

30) A certificate from an approved electrical contractor indicating that satisfactory arrangements have been made for the provision of an electricity supply to the subdivision;

A Pre-Provisioning Confirmation Document from Telstra indicating that satisfactory arrangements have been made for the provision of telephone services to the subdivision.

Reason: To ensure that utility services are available to serve the subdivision.

31) Under the Environmental Planning & Assessment Act, 1979, a Subdivision Certificate is required before the plan of survey can be registered with the Land Titles Office.

Note: Council's fee to issue a Subdivision Certificate is set out in Council's fees and charges.

Reason: Because it is in the public interest that the plan is certified in accordance with the provisions of the Environmental Planning and Assessment Act 1979, as amended.

Dividing Fences Act 1991

32) A notation is to be made on the s88B Instrument effectively relieving Council of any obligations that may apply as an adjoining land owner under the Dividing Fences Act 1991.

Reason: Because it is in the public interest.

Conditions to be Complied with prior to Issuing a Construction Certificate

Stage 2

Noise mitigation

33) Prior to the commencement of Stage 2 of the approved use, the Proponent must conduct a specific and detailed acoustic assessment of operational noise levels at the following receptors (identified by Mitchel Hanlon P/L, Noise Assessment, August 2012):

- Receptor 1 – "Tara"
- Receptor 4 – "Plainview"
- Receptor 5 – "Glenorie"
- Receptor 6 – "Clarevaulx"
- Receptor 9 – Lot 1 DP1118911
- Receptor 10 – "Crossmaglen"
- Receptor 11 – "Jingella"
- Receptor 14 - NSW Agricultural Research Station
- Any other sensitive receptor made known to Council or the Consultative Committee being located within 4km from a point at the intersection of runways 10, 28, 14, 32 and considered by Council to be a sensitive receptor. Aircraft noise measurements shall be taken according to the procedures of AS2021:2000.

A report shall be submitted to Council, prepared by a qualified acoustical consultant that clearly identifies operational internal noise levels at the receptor locations listed above.

The report shall also identify any remediation treatment required to each affected dwelling in order to achieve the indoor design sound levels outlined in AS2021:2000 should remediation be required

Remediation works shall then be carried out prior to the occupation of Stage 2 of the development to dwellings where the following indoor design sound levels are exceeded as a result of aircraft activities of the proposed development:

- Sleeping areas, dedicated lounges: 50 dB(A)
- Other habitable spaces: 55dB(A)
- Bathrooms, toilets, laundries: 60 dB(A)

Owners of identified receptors are to be contacted by the proponent, inviting them to have the assessment carried out. At least two days notice must be provided in the invitation before the proposed date of testing. Should an invited owner not make the property available on the invited date for noise testing, an additional invitation must be offered over the course of one month (i.e. owners to be given two chances). Should an owner decline to have the dwelling tested after the two invitations, then this condition will be seen to have been satisfied in relation to the said property. All costs incurred in fulfilling this condition are to be met by the Proponent.

Reason: To maintain the amenity of surrounding dwellings/receptors.

On –going Conditions of Approval

Hours of operation

34) The Australia Asia Flight Training Academy (AAFT) is permitted to conduct flight training seven days per week, 52 weeks a year to a maximum of 360 days per year with no aircraft training movements permitted on Christmas Day, Boxing Day, Good Friday, Easter Sunday and Anzac Day. The ***core*** hours of operation of the AAFT are restricted to 6am to 10pm Mondays to Saturdays. No repetitive circuit training flights are to occur between 10pm Saturday and 6am Monday but departures and arrivals from cross country training missions to other regional airports may be undertaken during this period.

Operation of repetitive circuit training flights during non-core operational hours (between 10pm Saturday and 6am Monday) are permitted under the following circumstances:

- To compensate for weather disruptions during the 14 day period prior to Sunday; and
- AAFT must advise the Chairperson of the Consultative Committee of the need to carry out training flights during non-core hours.

After the first anniversary of the commencement of operations for Stage 3, the proponent, in conjunction with the Consultative Committee may review the operations in non-core hours and seek modification from Council to the operating hours for the non-core period for circuit training.

Reason: To maintain the amenity of surrounding dwellings/receptors.

Access to Flight Logs

35) AAFT are to provide Council with copies of all the flight movement records documenting all training flights undertaken during the operation of the facility specifically documenting the times of take-offs and landings and weather records where weekend (non-core hours) flight training is performed.

Flight movement records are to be provided to Council on a quarterly basis. In addition, subject to appropriate notification (24 hours) by Council or the Consultative Committee, AAFT must provide access to flight movement records to enable a response to any complaints within a reasonable timeframe.

Reason: To ensure compliance with operational hours.

Floodlights

36) Flood lights are required to comply with the specifications in the Civil Aviation Safety Regulations (CASR) and the Air Services Act 1995. To mitigate any impacts on nearby residences, all lighting will be shielded and directed inwards and downwards.

Reason: To ensure amenity of area and public safety.

Loading And Unloading

37) All loading and unloading in connection with the premises shall be carried out wholly within the site.

Reason: To provide for safety and convenience of motorists and pedestrians on the public road.

Stormwater management

38) To reduce the quantity of stormwater discharged to the surrounding area, each accommodation building, the operations block, teaching block and dining block will be connected to a 5,000 L rainwater collection tank. These tanks will be plumbed in for use in flushing toilets. The water will also be used for watering gardens and washing aircraft.

Reason: To reduce stormwater run-off and water usage.

Removal of Septic Tanks

39) Any septic tanks connected to the existing dwelling are required to be demolished removed from the site and the site remediated.

The public amenities associated with the aerodrome terminal are to be connected to the sewerage system and the septic tanks (removed / capped off) at the applicant's expense.

Reason: Compliance with the Regulations and provision of services to cater for increased site capacity.

Approved use

40) The AAFT site shall not be used for any commercial or industrial use other than that approved within this consent without the prior written consent of Council.

Reason: To ensure compliance.

Dangerous Goods

41) Compliance with all requirements of the WorkCover Authority of NSW in relation to the storage and handling of dangerous goods associated with the development.

Reason: To ensure compliance with work health and safety regulations, and minimise risks to people arising from the proposed development.

Construction Management Plan

42) Prior to the commencement of construction works a Construction Management Plan is to be submitted to Council for approval that details:

1. Appointment of project liaison officer with 24 hour contact details;
2. Traffic management plan;
3. Acoustic and vibration management plan;
4. Dust controls;

5. Hours and days of operation; and
6. Site security.

Reason: To maintain the amenity and safety of the site during construction.

Aerodrome Operation

43) The maximum elevation of any structures on the subject land, and the mature height of any trees planted on the site, are to be designed and located so as not to protrude above the obstacle limitation surface for Glen Innes Aerodrome.

Reason: To ensure that the proposed development does not pose a hazard to air traffic.

44) All structures are to be designed to minimise the potential for bird nesting areas, and no domestic pets are to be permitted on the site.

Reason: To minimise the risk of aircrafts striking birds or animals at Glen Innes Aerodrome.

45) All facilities and works at Glen Innes Aerodrome are to comply with the requirements of the Manual of Standards Part 139 – Aerodromes, made under Part 139 of the Civil Aviation Safety Regulations 1998.

Note: It is a requirement under this Manual to prepare and communicate a Method of Working Plan (MOWP) prior to the commencement of any works.

Reason: To ensure that all facilities meet accepted safety standards, and that works are performed in a safe manner and communicated to pilots and other interested parties.

46) No structures are to be erected within a three hundred (300) metre radius of the existing Airservices Australia navigational facility at Glen Innes Aerodrome, without the express consent of Airservices Australia.

Reason: To minimise the risk of any disruption to navigational facilities at Glen Innes Aerodrome.

47) The developers shall prepare and implement at their full cost any Transport Security Programs required under the *Aviation Transport Security Act 2004* and the *Aviation Transport Security Regulations 2005.*

Note: This requirement will include any security upgrades such as boundary fencing required as a result of reclassification of Glen Innes Aerodrome as a Security Controlled Aerodrome.

Reason: To ensure that minimum levels of security are provided at Glen Innes Aerodrome commensurate with aerodrome risk and activity.

Conditions to Be Complied with During Construction

Builders toilet

48) Toilet facilities are to be provided, at or in the vicinity of the work site on which work involved in the erection or demolition of a building is being carried out, at the rate of one toilet for every 20 persons or part of 20 persons employed at

the site.

Each toilet provided:

a) must be a standard flushing toilet, and
(b) must be connected:
(i) to a public sewer, or
(ii) if connection to a public sewer is not practicable, to an accredited sewage management facility approved by the Council, or
(i) if connection to a public sewer or an accredited sewage management facility is not practicable, to some other sewage management facility approved by the Council.

The provision of toilet facilities in accordance with this clause must be completed before any other work is commenced.

Reason: To ensure that the development, when constructed, will comply with the Environmental Planning and Assessment Act, 1979.

Hours of work

49) Construction, demolition and associated work shall be carried out only between the times stated as follows:-

Mondays to Fridays	7.00a.m. to 6.00p.m.
Saturdays	8.00a.m. to 1.00p.m.
Sundays & Public Holidays	No construction work to take place.

Reason: To ensure that the environmental quality of adjoining land is not adversely affected, such as by the generation of excessive noise levels.

Placement of materials & equipment

50) All building materials, plant and equipment is to be placed on the building site. Building materials, plant and equipment (including water closets), are not to be placed on roadways or public reserves.

Reason: To ensure pedestrian and vehicular access is not restricted in public places.

Development involving bonded asbestos material and friable asbestos material

51) A development that involves demolition work must be issued subject to the following conditions:

(a) work involving bonded asbestos removal work (of an area of more than 10 square metres) or friable asbestos removal work must be undertaken by a person who carries on a business of such removal work in accordance with a licence under clause 318 of the *Occupational Health and Safety Regulation 2001*,
(b) the person having the benefit of the development consent must provide the principal certifying authority with a copy of a signed contract with such a person before any development pursuant to the development consent commences,
(c) any such contract must indicate whether any bonded asbestos material or friable asbestos material will be removed, and if so, must specify the landfill

site (that may lawfully receive asbestos) to which the bonded asbestos material or friable asbestos material is to be delivered,

(d) if the contract indicates that bonded asbestos material or friable asbestos material will be removed to a specified landfill site, the person having the benefit of the development consent must give the principal certifying authority a copy of a receipt from the operator of the landfill site stating that all the asbestos material referred to in the contract has been received by the operator.

This clause applies only to a development consent issued after the commencement of this clause.

In this clause, bonded asbestos material, bonded asbestos removal work, friable asbestos material and friable asbestos removal work have the same meanings as in clause 317 of the *Occupational Health and Safety Regulation 2001.*

Note 1. Under clause 317 removal work refers to work in which the bonded asbestos material or friable asbestos material is removed, repaired or disturbed.

Note 2. The effect of sub clause (1) (a) is that the development will be a workplace to which the Occupational Health and Safety Regulation 2001 applies while removal work involving bonded asbestos material or friable asbestos material is being undertaken.

Note 3. Information on the removal and disposal of asbestos to landfill sites licensed to accept this waste is available from the Department of Environment, Climate Change and Water

Reason: To comply with the Regulations.

Demolition

52) To ensure the safety of workers and the public, all demolition work shall be carried out in accordance with Australian Standard 2601-1991.

Reason: to comply with Australian Standard 2601-1991.

Water and sewer connection

53) The connection to sewer mains such that there is one separate and distinct reticulated sewer connection located wholly within the boundary of the allotment, in compliance with the *Local Government (General) Regulation 2005.*

Note: Council has provided a separate quotation for these works.

Reason: This utility is necessary to service the proposed construction.

54) The connection to water mains such that there is one separate and distinct reticulated water connection located wholly within the boundary of the allotment, in compliance with the *Local Government (General) Regulation 2005.*

Notes: Council has provided a separate quotation for these works.

Reason: This utility is necessary to service the proposed construction.

Conditions to be Complied with prior to Occupation Stage 1

Fire safety certificate

55) Prior to an Interim/Occupation Certificate being issued, the owner of the building shall furnish to the Principal Certifying Authority a final/interim Fire Safety Certificate with respect to each essential fire safety measure specified in the attached Fire Safety Schedule for the building to which the Certificate relates.

The Certificate shall state:

a. That each essential fire safety measure has been assessed by a properly qualified person.
b. That each essential fire safety measure was found, when it was assessed, to be capable of performing to a standard not less than that required by the current Fire Safety Schedule for the building to which the certificate is issued.

Reason: To ensure the safety of persons in the event of a fire.

Damage to Council Infrastructure

56) Damage caused to Council infrastructure as a result of the building activities shall be rectified by the applicant at their full expense.

Reason: To ensure infrastructure is not damaged as a result of the development

Car Parking

57) The provision and maintenance of vehicle parking and manoeuvring areas within proposed Lot A in accordance with AS/NZS 2890: Parking Facilities, and the following:

- The provision of at least one hundred (100) car parking spaces on the subject land, including two (2) disabled car parking spaces;
- Each car parking space is to have minimum dimensions of 5.5m x 2.6m, and the disabled car parking space is to comply with the Building Code of Australia and referenced standards;
- Parking and manoeuvring areas are to be line-marked and sealed with a hard standing, all weather material and must be maintained in a satisfactory condition;
- The manoeuvring areas are to be designed for the swept path of the maximum dimension vehicles likely to service the development;
- All vehicles are to enter and exit the site in a forward direction at all times.
- Parking areas are to be provided with adequate illumination, designed and installed in compliance with Australian Standards 1158 and 4282.

Reason: To adequately provide for the safe, all-weather loading, unloading, manoeuvring and parking of vehicles associated with the development.

58) The provision and maintenance of all-weather vehicle parking and manoeuvring areas adjacent the Reddestone fire brigade station in accordance with AS/NZS 2890: Parking Facilities, to offset any parking spaces which are removed as a result of the proposed fuel delivery parking bay.

Reason: To adequately provide for the continued safe, all-weather loading,

unloading, manoeuvring and parking of vehicles associated with the Reddestone fire brigade shed.

59) An overflow car parking area is to be identified and developed. Details of the overflow car parking area are to be shown on the Construction Certificate drawings. If the area is located on another parcel of land then it should be secured under an easement to allow for continued use in the event that land changes ownership.

Reason: To provide for periods when the formal parking areas are full and to ensure that overflow car parking does not occur in an ad-hoc manner in other areas of the aerodrome.

Emergency Risk Management Plan

60) The submission to Council of a comprehensive emergency risk management plan and emergency procedures for the proposed development. This plan shall include detailed procedures for the safety of all people within and outside of the development who may be at risk from development-related facilities and activities.

Reason: To provide for the health and safety of employees, public and emergency service personnel who may respond to an incident at the development site.

Trade Waste

61) Obtain a letter of approval from Council together with concurrence from NSW Office of Water to discharge trade waste to Council's sewer system.

Reason: This is a requirement of the NSW Office of Water prior to Council accepting trade waste discharges.

Compliance with approval

62) Occupation or use of premises for the purposes approved by this consent shall not commence until all conditions of this consent have been complied with and the Occupation Certificate has been issued.

Reason: To ensure compliance with the provisions of the Environmental Planning and Assessment Act, 1979, and Council's terms of consent.

Food

63) The construction of the food premise and the manufacture and installation of fixtures, fittings and equipment shall comply with the *Australian and New Zealand Food Standards Code* and the *Food Act 2003*.

Reason: To comply with the Australian and New Zealand Food Standards Code and the Food Act 2003.

Drainage Diagram

64) A works as executed sewer diagram, fully dimensioned and to scale, showing location of any septic tanks, pump stations, all sanitary drainage pipes and all inspection openings is to be submitted to Council prior to the issue of the

Occupation Certificate.

Reason: To comply with the requirements of Section 68 of the Local Government Act, 1993.

Swimming Pool

65) The construction of the swimming pool is to be undertaken in accordance with the requirements of the *Swimming Pools Act 1992* and *Swimming Pools Regulation 2008*.

Reason: To comply with the Swimming Pools Act 1992 and Swimming Pools Regulation 2008.

66) The operation of the swimming pool is to be undertaken in accordance with the requirements of the *Public health Act 2010* and the *Public Health Regulation 2012*.

Reason: To ensure the protection of health and safety of the public through the Public Health Act 2010 and the Public Health Regulation 2012.

Road Works

67) The developer to contribute to Council half (50%) of the cost of designing and upgrading the intersection of Coronation Avenue and Ferguson Street in Glen Innes such that it complies with Austroads Type CHR/BAL intersection standards. Such payment is to be received within sixty (60) days of receiving Council's invoice and the NSW Roads and Maritime Services having approved construction plans for the works.

Reason: To ensure the proposed road intersections are designed and constructed to a standard sufficient for the additional volume of traffic likely to be generated by the proposed development.

68) The provision of an all-weather vehicular entrance from Emmaville Road to proposed Lot B. All work is to be constructed at the full cost of the developer, in accordance with Council standards.

Reason: Because this work is necessary to enable adequate means of vehicular access to the proposed allotment.

69) No construction is to commence until a Construction Certificate is issued for the proposed road and drainage works. The works are to be constructed in accordance with the plans and specifications referred to in the Construction Certificate.

Reason: So that the design of the proposed work may be assessed in detail before construction commences and because it is in the public interest that the development comply with the appropriate construction standards.

70) The developer is to grant Council unrestricted access to the site at all times to enable inspections or testing of the subdivision works.

Reason: To ensure that the work may be inspected for quality control.

71) The subdivision works are to be inspected by Council to monitor compliance with the consent and the relevant standards of construction, encompassing the following stages of construction:

- Subgrade completion
- Pavement - Subbase completion
- Pavement – Basecourse completion
- Practical Completion
- Defect Liability Period Inspection or Re-inspection

Note: The applicant is to pay the mandatory inspection fees to Council prior to the issue of a Construction Certificate.

Reason: Because it is in the public interest that Council inspect the work at these stages of development, and to recover the costs associated with inspections of the infrastructure works.

72) Following completion of all public infrastructure works, a bond of 5% of the value of such works (not carried out by Council) or a minimum of $5,000.00, whichever is the greater, shall be lodged with Council. The bond may be provided by way of a monetary deposit with the Council or a bank guarantee to the satisfaction of the Council. If the applicant chooses to provide a bank guarantee, the guarantee must not specify any time limitations on the operation of the guarantee.

Reason: In order to cover the cost of any works requiring repair.

73) The developer is to ensure that all defects in the works which become apparent within six (6) months of Council accepting the works on maintenance, are remedied to Council's satisfaction. If these defects are not satisfactorily remedied, Council may use bond monies to carry out rectification. Any unexpended bond money, less the cost of any outstanding works, will be returned to the developer after the infrastructure has demonstrated satisfactory performance for a period of six (6) months.

Reason: To allow for a refund of the developers bond.

74) Following completion of the subdivision works, one full set of work-as-executed plans, in electronic Autodesk DWF format or on transparent film suitable for reproduction, is to be submitted to Council. All work-as-executed plans shall bear the Consulting Engineer's or Consulting Surveyor's certification stating that all information shown on the plans is accurate.

Reason: So that Council may ensure that the construction is in accordance with Council's requirements, and so that a permanent record of the design as constructed may be held by Council, to assist in future maintenance, or for the information of the emergency services.

75) The design and construction within the fenced airside area of Glen Innes Aerodrome of:

- A sealed or unsealed pavement suitable for the safe standing of all

aircraft required for flight training purposes;

- An all-weather sealed taxiway between the two-bay hangar proposed within Lot B and the existing general aviation taxiway;
- Any internal access roads used for the transport of fuels between the fuel storage facility and the aircraft refuelling site;

All works are to be designed and constructed in accordance with Aus-Spec #1, as modified by Glen Innes Severn Council, and the Manual of Standards Part 139 – Aerodrome, prior to occupation or use.

Reason: To adequately provide for the safe, all-weather loading, unloading, manoeuvring and parking of vehicles associated with the development.

76) The footway crossings, driveways, loading and unloading areas, manoeuvring areas and parking areas, are to be designed and constructed in accordance with AS2890 – Parking Facilities, such that the Austroads design service vehicle 8.8 metres in length may perform a left turn into the site, turn around, and exit the site in a forward direction, with all turning movements located fully within the subject land and related rights of carriageway.

Reason: So that the means of entrance to and exit from the subject land are adequate and so that adequate provision has been made for the manoeuvring of those types of vehicles likely to serve the development.

77) Effective and appropriate sediment and erosion control facilities must be installed during the initial stages of construction and maintained throughout the construction period.

Reason: To ensure the impact of the work on the environment in terms of soil erosion and sedimentation is minimised.

Integrated Terms of Approval

Fire Safety

78) The development proposal is to comply with the subdivision layout identified on the drawing prepared by ddc architects numbered 1211-DA00 Issue C.

79) The development proposal is to comply with the site layout identified on the drawing prepared by ddc architects numbered 1211-DA02 Issue A dated 10 February 2009.

80) At the commencement of building works, and in perpetuity, the land surrounding the proposed structures on proposed lot A2, to a distance of 50 metres, or to the property boundary (whichever is the lesser), shall be maintained as an inner protection area (IPA) as outlined within section 4.1.3 and Appendix 5 of *'Planning for Bush Fire Protection 2006'* and the NSW Rural Fire Service's document *'Standards for asset protection zones'*.

ATTACHMENT C
Public consultation

The following is a list of comments made in letters of objection (*in italics*) and responses to those comments.

The operating hours and days are excessive and unreasonable. Consider restricting flying days to 5.5 business days or a flight ban on public holidays.

14 submission makers including 11 nearby residents requested a reduction in flight operation hours to reduce the constancy of noise impacts.

The issue of operating hours has been taken into consideration during the assessment of the application and a condition of consent is provided that will reduce noise impacts by restriction flight operations as follows:

1. AAFT circuit training flights are not permitted on Christmas Day, Boxing Day, Good Friday, Easter Sunday and Anzac Day
2. Core operational hours for AAFT circuit training flights are restricted to 6am to 10pm Mondays to Saturdays.
3. AAFT circuit training flights are permitted outside of the core hours when adverse weather conditions prevent the operation of circuit training during core hours.

The hours and days of operation provide for maximum limits only, it does not mean that circuit training flights will occur constantly throughout core operational hours. The proponents predict that the need for circuit training will reduce as flight simulator training increases.

It is also relevant to consider that the consent conditions imposed on this development application have no bearing on the day to day general operation of the aerodrome.

The aerodrome is used for aviation displays, emergency training, aero club training, agricultural aviation, freight deliveries all of which are unrestricted. Routine aircraft noise is a realistic impact of residing nearby aerodromes and will not be limited by the conditions of this consent.

The development is not permissible under the planning rules and laws and the zoning should be changed.

The development is permissible under the provisions of the Severn Local Environmental Plan 2002 and the Glen Innes LEP 2012. Council has undertaken a significant amount of community consultation over the last six (6) years in developing the new LEP. This has included annual community meetings at villages including Glencoe, Red Range and Wytaliba where the LEP process has been discussed at various times during this period.

The Glen Innes Land Use Strategy adopted by Council in 2009, following extensive community consultation, recommended the following action for Council to pursue:

"Examine the possibility of expanding the airport to allow for the development of an airpark, which could include things such as aerodrome accommodation, related industrial support activities and flight training centre."

Council is rushing the Development Application through without adequate consultation

Under the provisions of the *Environmental Planning & Assessment Act 1979* Council is required to deal with a development application within 40 days. If the application is not determined within this timeframe, the applicant may deem that the application has been refused and take the matter before the Land and Environment Court. (Section 82(1) *Environmental Planning & Assessment Act, 1979)*

Council is selling the airport (many submissions expressed the point that the airport should stay under Council ownership)

The sale of the aerodrome is not a consideration of this assessment. The following comments are for information purposes only:

> *Council has provided a letter of intent that binds Council to the sale of the portion of airport land that the development buildings will be located on, subject to development consent being obtained. The developer will take a lease over the remainder of the airport. No lease agreement has been prepared at this stage, but the letter of intent specifies matters that will form part of the lease, such as use-rights by other airport users.*
>
> *The proponents of the development Australia Asia Flight Training (AAFT) have requested an option to purchase the airport if Council decides to sell into the future. Future sale of the remainder (or additional areas) of the airport would be considered by the Council of the day.*

I am against the proposed brothel as part of the development at the airport

There is no brothel proposed as part of this development. Whilst brothels are not an illegal development the establishment of brothels in a Rural 1a zone would not be consistent with the zone objectives of the *Severn Local Environmental Plan 2002.*

There are significant road safety issues with the scale of the development and a Traffic Impact assessment should be prepared

In accordance with the requirements of *State Environmental Planning Policy (Infrastructure) 2007* the development is required to be referred to the Roads and Maritime Services for comment. The application is also referred to Council's Department of Infrastructure Services for comment, which also considered traffic concerns and issues.

Road design is determined by the Ausroads standards which specifies design criteria dependent on vehicle numbers. Council does not normally require development to comply with a higher standard than that specified under this standard.

The operating hours and days are excessive and unreasonable

The issue of operating hours will be taken into consideration during the assessment of the application and the report to the Joint Regional Planning Panel (JRPP). The hours and days of operation provide for maximum limits only, they do not mean they have to operate for all of these times.

The development is too large for the town; the increase in population is unsustainable particularly in regard to Health services

The 2011 census data indicates that our local government area (LGA) has a declining population. Whilst-ever our LGA has a declining population, existing standards of health services will be difficult to maintain. Increased population in a staged basis may provide additional business opportunities for further development in this regard. Additional population will also provide a strong argument for improved health services including an upgrading or replacement of the Glen Innes Hospital.

The development application should be forwarded to ASIO for their comment in regard to the proposed security risk

There are no planning requirements to forward Development applications to ASIO for comment. It is presumed that all international students would be required to apply for visas and the like through the normal channels of the Australian Federal Government. To obtain a student visa, students must pass stringent government health and security checks and in addition must pass a Class 1 CASA Medical and be passed secure to access airside areas of all Australian airports. It is noted that approximately one-third of the students will be Australian.

The proposed development will create social problems within Glen Innes

The proponents have endeavoured to provide pastoral care through negotiations with the local Ministers Fraternal. Students will also have an opportunity to participate in local sporting teams and will have regular opportunities to travel and shop into Glen Innes.

The campus will be an alcohol and drug-free environment. The students will also be subject to random drug and alcohol testing on a weekly basis and any breach will lead to immediate removal from the course.

There has been inadequate consultation with the community regarding the development, an information day was inadequate and there should have been a public meeting held

Council believed that a community information day would give all residents an opportunity to attend and ask questions. There are no specific requirements under the *Environmental Planning & Assessment Act 1979* to provide public meetings or information days when dealing with development applications. Residents may also discuss matters with their elected Councillors without the need for formal community meetings.

Whilst the demonstration plane was quiet what is stopping the developers from using different planes?

The developers are likely to use the most cost effective planes due to the amount of hours spent flying and the high cost of such an activity. A condition of consent is that the proponent must undertake additional noise assessment to verify the modeled data used in the noise assessment prepared to support this DA. Additional noise assessment will occur prior to the commencement of Stage 2 to determine that noise levels are within acceptable ranges at identified noise receptors.

The airport remains an accredited airport with the Civil Aviation Safety Authority (CASA) with all manner of planes able to routinely take off and land 24 hours a day.

The development has been refused at a number of other Councils, why?

Council is aware of only one refusal, being at Gunnedah Shire which was for an amendment of a Development Application and modified Development Application already approved. The Modified Development Application was set aside by the Land & Environment Court on a procedural aspect where the Modification was processed by Council under an incorrect section of the act which effectively means the original development consent remained. The action in the Land and Environment Court was taken against the Council not AAFT.

Liverpool Plains Shire Council, after 18 months of positive negotiations chose not to support the project and therefore the development application in this instance was not submitted.

At the time of entering into preliminary discussions with Council, the developer decided not to proceed with the application at Armidale due to insufficient clear-weather days at Armidale Airport as evidenced by BOM automatic capture statistics.

The section 94A plan contribution is inadequate for the development

Under the provisions of s.94A of the *Environmental Planning & Assessment Act 1979* Council may prepare a developer contribution plan. Under the legislation the maximum contribution is capped at 1% of the development cost. This is a cost the developer must pay prior to Construction commencing.

The developers will not be contributing any money, or the amount being contributed is negligible, to Council in years to come

The proponents will have the following on-going annual costs to Council;

- Commercial general (property) rates for the 10 ha of land owned by AAFT as prescribed under the *Local Government Act 1993*;
- Electricity Charges;
- Sewer availability charge as per Councils fees and charges;
- On-going trade waste charges as per Council's Trade waste charges; and
- Water availability and usage charges as per Councils fees and charges.

The proponents will have the following up front charges or one only payments to pay at the appropriate stages of the development (4 stages proposed):

- S.94A contribution of $90,000;
- Water & Sewer head works charges of $657,984; and
- Any road upgrades such as upgrade to the entrance of the airport.

A contribution of $14,000 per year has been indicated by the proponent however this figure has not been validated by Council.

Council should not be paying for any upgrade of infrastructure at the airport

Council will not be paying for any upgrades of airport infrastructure. Council has agreed to seek Commonwealth and/or State Government funding for 50% of any infrastructure upgrades, however, if this is unsuccessful the proponents will be required to fund the entire work. The proposed works are as follows:

- Road and car parking upgrades - $355,000
- Upgrade power supply - $400,000
- Extension of water & sewer - $1,549,984
- Airport Infrastructure including taxiways and runway upgrades - $1,089,795

The development will not contribute anything to the local economy

There will be a boost to employment in the region with 138 new full time equivalent positions, estimated by the proponent for Stage 1 of the development. The annual expenditure in the first year of the development has been stated to be $8.5 million. The flow-on effect to the community at 3.5 to 1 is expected to be significant to the region.

A proportion of the direct skilled positions will be filled from outside the region but over time it is expected that all staff will be permanently located in the local area and

expand the number of families settling in the area. There is no plan for staff to either fly-in/fly-out or drive-in/drive out.

Concern regarding security of tenure for existing lease arrangements with tenants such as Department of Primary Industries

No lease has been drawn up at this point, however, all parties have agreed to maintain existing lease arrangement for all tenants at the airport.

No compensation for adjoining land owners

Compensation, if any, is a matter for the proponents to consider and is not part of the development application process.

Council's capacity to handle the increase demands for both water and sewer

Since amalgamation Council has only borrowed funds for three (3) purposes being construction of the Library Learning Centre and upgrading water and sewer infrastructure. In 2009 Council completed a $6 million dollar upgrade of the Sewer Treatment Works. This state of the art facility is designed for a town population of 8,000 (town population currently 6,135).

The purchase of the McCarthy quarry has already enabled Council to increase town water storage by 50%. In addition to the McCarthy Quarry the Red Range Road Bores will provide a more secure water supply during periods of drought.

Possible future restrictions on adjoining agricultural pursuits

The proposed development will have no more restrictions on future development or activities than is what currently is in place under CASA requirements.

Who is going to build the proposed school?

A Construction Certificate has not been lodged advising of who the proposed builder will be, a Construction Certificate is not required to be lodged at the time of the development application being lodged.. It is understood that Strandwood will be the principal Contractor. Local trades people will have an opportunity to quote on significant components of the development.

Concern regarding the location of training circuits and the lack of quality information in this regard and the proposed entry /exit flight paths from and to the airport

Updated flight paths have been provided to Council and are available for perusal. Flight paths have been designed to minimise impacts to neighbouring houses to the airport. Flight approaches and departures are regulated under the requirements of CASA.

Waste management will create additional burden on the Glen Innes landfill

In 2011 Council adopted a Landfill Management Plan providing a long term plan for waste management in the Local Government Area. Whilst the development will generate additional waste, Council landfill charges are based on a cost recovery basis and designed to encourage recycling and waste avoidance.

How is the cost of the airport to the community determined at the moment?

The 2012-13 operating loss of the airport, without the proposed development, is estimated to be approximately $61,492. This excludes depreciation costs of $117,901 and administration costs of $58,976 and does not include capital expenditure.

Will the airport continue to be open to general aviation use?

The airport will continue to operate as an airport and will be regulated by CASA requirements. The only change proposed is that flights by all users (except emergency use) will be restricted during the night between 10.00 pm and 6.00am.

Can the broader community use the educational facilities?

No - the facility is proposed to be a closed campus.

Has an Acoustic report been provided regarding noise levels?

Council requested additional information after the application was lodged; including a request for a noise assessment report. A Noise Assessment report was prepared by Mitchel Hanlon Consulting Pty Ltd and forms part of the development application.

What will be the impact on local fauna and flora?

The location of the proposed educational establishment at the airport will have no significant impact on fauna and flora. An airport operator is required to manage and control fauna in proximity to the airport for aircraft safety.

Has CASA approved the proposal?

There is no requirement under the provisions of the *Environmental Planning & Assessment Act 1979* to forward the application to CASA. The proposal has been forwarded to CASA for information and any comment.

Will more parallel runways be provided to facilitate the development and if so at who's cost?

There are no additional runways proposed under DA 9/12-13.

Safety concerns regarding the weather

All flying will be carried out in controlled circumstances and weather should have no greater impact than any other airport in Australia

Development should be staged

The development is proposed to be staged over four (4) stages:

- Stage 1 being facilities for 200 flying students incorporating 100 twin rooms;
- Stage 2 being facilities for a further 100 flying students with construction of 50 twin rooms;
- Stage 3 being facilities for a further 100 flying students with construction of 50 twin rooms; and
- Stage 4 being facilities for a further 200 non flying students with construction of 100 twin rooms;

The proposed development should be ethical and sustainable orderly development

All Council's in NSW have a charter to properly manage, develop, protect, restore, enhance and conserve the environment of the area for which it is responsible, in a manner that is consistent with and promotes the principles of ecologically sustainable development.

As part of the assessment of the development application under the provisions of section 79C(1)(b) of the *Environmental Planning & Assessment Act 1979,* the likely impacts of a development, including environmental impacts on both the natural and built environments, and social and economic impacts in the locality, must be taken into consideration.

Benefit to the community has not been represented correctly

A Social Impact Statement has been prepared by an independent Consultant. It is difficult to quantify all claims made in regard to flow-on affects to the community however there will be some positive economic flow-on effects. Council considers new development that complies with the LEP and creates employment is positive and consistent with the objectives of Council's Community Strategic plan 2011-2021. The development is also likely to become a catalyst for other opportunities otherwise not thought of for our area.

Who will be responsible for the collection of landing fees?

The lessee of the airport AAFT will be responsible for the payment and collection of landing fees. This detail has not been finalised, however, AAFT have indicated that such costs would be consistent with Council's existing fees.

A consultative committee should be formed and be included as part of the development consent

A condition of approval of the development application is the formation of a local Consultative Committee for the life of the project, unless otherwise agreed by Council. The Proponent shall ensure the committee structure is approved by Council and is in operation prior to the issue of the occupation certificate or commencement of the academy.

Potential restrictions on emergency operations

AAFT and Council have already undertaken discussions with representatives of the District Emergency Management Committee.

Lack of ADSL and impact on internet and mobile coverage

Current broadband services are inadequate and it will be the responsibility of the developer to resolve this. The proposed National Broadband Network (NBN) is due to be completed for rural areas in mid-2015.

Negative social impact of a para-military style compound

There is no evidence provided to support this claim. Some studies have indicated fly in and fly out workers, such as mining, may have a negative social impact on small rural communities, but this development is not proposing fly in fly out workers.

Existing DA contains many inaccuracies;

Council has requested the proponent to provide clarification in areas where inaccuracies have been identified, as part of the preparation of the report for the JRPP's consideration.

DA has been incorrectly described

The Development Application (DA) number is 09/12-13, however, when the application was initially receipted at Council's offices, the form was marked "09/12-12" and is purely a human administration error. This form was then scanned in to Council's records system. This error was noted when the DA file was later compiled and corrected, and all Council records from that time on were identified with the number "09/12-13."

Regardless of any numbering, Council has taken great care to ensure that any incoming correspondence/submissions are recorded and allocated to the correct

file. The current DA is the only one before Council relating to the development of an aviation training college and therefore it is clear where any such correspondence is to be directed.

Second entrance to the airport is required

Traffic impact was considered as part of the assessment of the development application. The proponent is required to upgrade the aerodrome intersection with Emmaville Road to Ausroads standards.

Council has made a bid for the project and is therefore unable to view the proposal constructively

In an endeavour to address this issue Council adopted the policy "Limit of Delegated Authority in Dealing with Development Applications and Complying Development Certificates in 2008 and was reviewed and amended in 2011. This policy requires Council to have an independent person undertake the assessment of the development application. An independent Planner was appointed by Council to conduct the development assessment of the application. A copy of this policy is available on Council's website.

In addition to this, Council is not the consent authority in this instance. The Joint Regional Planning Panel will determine the application and either approve subject to conditions or refuse the application.

Council has used the newspaper as a "mouthpiece"

Council provides regular media releases and comment to the press including the Glen Innes Examiner. The community expects Council to utilise media, such as print and radio, to keep the community informed of Council activities. How these comments and media releases are reported is largely at the discretion of the editor of the paper.

The DA being lodged in conjunction with Council elections is suspicious

Development Applications are lodged by applicants. Council has no control over when someone may wish to lodge an application and is obliged to receive all applications, regardless of the quality or type of development. Further, Council is not the consent authority for this development. It will be determined by the Joint Regional Planning Panel (JRPP).

Will I be able to make representation directly to the JRPP

Members of the public are able to make representation when the JRPP meet in Glen Innes to consider the application. The Chairperson of the JRPP is responsible for deciding the order of presentations and the amount of time for persons to be heard.

DEVELOPMENT APPLICATION 9/12-13 – Aviation Training College – Glen Innes Aerodrome – Lot 3 DP 1102229

The following presentations may be made:

- The Applicant to outline the proposal and respond to any issues raised;
- Persons (or persons on behalf of bodies) who made a submission;
- The elected council of the area where the development is proposed to outline its submission;
- At the Chairperson's discretion, any member of the public;
- The person responsible for preparing the council's assessment report is to be present at the JRPP meeting. Other technical experts from the council as appropriate may also be present. Assistance may be sought from such persons to clarify issues regarding the assessment report or matters raised;
- Independent assessment reports, advice or assistance may be sought so the JRPP can determine a development application. Persons that prepared the report or advice may be invited to present to the JRPP meeting; and
- JRPP members may ask questions of those making a presentation to the meeting.

ATTACHMENT D
Sewer and water design calculations

Wastewater Design:
It is proposed that the development be served by a pump station located outside the property delivering waste via a 63mm rising main to the Glen Innes sewer network. The 63mm main will be fitted to a pump with duty point at 2.5 litres per second. This will provide a flow velocity of 0.65m/s, providing a balance between self cleansing capability, friction loss (0.7m/100m) and detention time (3 hrs at full flow). A second 150mm dia main will be installed to allow for maintenance of the primary main and to provide excess capacity if required for above design peak flows or for future development.

The developer is required to install internal wastewater services according to the relevant plumbing and building codes. Due to the flat terrain it is likely that pressure sewer systems will be required internally.

Water Design
The normal process to estimate water and wastewater volumes is to determine the number of equivalent tenements (ET) corresponding to the development. These are based on the Water Directorate publication "Section 64 Determinations of Equivalent Tenements Guidelines" issued 27 January 2005.

Estimates for the proposed development range between a water ET of between 0.15 and 0.33 ET per student (assuming the development is equivalent to a backpacker hostel or boarding house respectively), while for wastewater the range is 0.23 to 0.5 ET per student. A standard ET is calculated as 230 kl/annum for water, and 140 kl/annum for wastewater.

While the lower figures have been used to calculate developer contributions it is prudent to ensure that design of utilities meets the upper level of estimated volumes. These have been calculated as follows:

Water consumption:

600 students* 0.33 * 230kl/annum = 45,540 kl/annum.

This equates to 124 kl/day or an average flow of 1.4 litres per second. This will need to be balanced by an on-site reservoir with sufficient capacity to provide at least 24 hours normal supply plus 4 hours fire fighting reserve.

Fire Fighting Supply

NSW Fire and Rescue desirable flow	48	l/s
4 hour volume	691	kl
4 hour flow via main	230	kl
On site reserve required	**586**	**kl**

Water Design Calculations

Student Population	600	
ET per student	0.33	
Annual Consumption per ET	230	kl/annum
Annual Consumption	45540	kl/annum
Average Daily Consumption	125	kl/day
Average flow rate required (with 0.6Ml reservoir balancing at site)	1.4	litres per second
Reservoir detention time	4.8	days
Pipe diameter	150	mm
Pipe volume per meter	17.7	litres
Total pipe volume	141	kl
Pipe detention time	1.13	days
Hydraulic Gradient	0.81	m/100m
Calculated pipe flow (open end)	16	l/s

The required reserve storage capacity for fire fighting may cause chlorine residual to diminish in the reservoir due to extended detention time, particularly in the early stages of development when consumption is low. This will need to be monitored and additional chlorine dosed to the reservoir to achieve a free chlorine residual above 0.2mg/l in the reservoir at all times.

It is proposed that Council will provide a 150mm diameter PVC class 16 main from multiple connection points within the Glen Innes CBD distribution zone to a 0.6 Ml reservoir located on site.
Water will be metered at the boundary of the property. The developer is required to construct internal water services to meet the relevant plumbing and building codes. This will include the installation of appropriately sized pumps at the outlet of the reservoir (including duty/standby arrangement) to provide fire fighting capability to the development.

ATTACHMENT E
Agency responses

All communications to be addressed to:

Headquarters
15 Carter Street
Lidcombe NSW 2141

Telephone: 1300 NSW RFS
e-mail: csc@rfs.nsw.gov.au

Headquarters
Locked Bag 17
Granville NSW 2142

Facsimile: 8741 5433

The General Manager
Glen Innes Severn Council
PO Box 61
GLEN INNES NSW 2370

Your Ref: DA 09/12-13
Our Ref: D12/1794
DA12081684467 KL

ATTENTION: Ms Christina Casey

27 September 2012

Dear Ms Casey

Integrated Development for 3//1102229, Glen Innes Aerodrome Facility

I refer to your letter dated 16 August 2012 seeking general terms of approval for the above Integrated Development in accordance with Section 91 of the 'Environmental Planning and Assessment Act 1979'.

This response is to be deemed a bush fire safety authority as required under section 100B of the 'Rural Fires Act 1997' and is issued subject to the following numbered conditions:

1. The development proposal is to comply with the subdivision layout identified on the drawing prepared by ddc architects numbered 1211-DA00 Issue C dated Sept 2012.
2. The development proposal is to comply with the site layout identified on the drawing prepared by ddc architects numbered 1211-DA02 Issue A dated 10 Feb 2009.

Asset Protection Zones

The intent of measures is to provide sufficient space and maintain reduced fuel loads so as to ensure radiant heat levels of buildings are below critical limits and to prevent direct flame contact with a building. To achieve this, the following conditions shall apply:

3. At the commencement of building works, and in perpetuity, the land surrounding the proposed structures on proposed lot A2, to a distance of 50 metres, or to the property boundary (whichever is the lesser), shall be maintained as an inner protection area (IPA) as outlined within section 4.1.3 and Appendix 5 of 'Planning for Bush Fire Protection 2006' and the NSW Rural Fire Service's document 'Standards for asset protection zones'.

For any queries regarding this correspondence please contact Katrina Lindsay on 1300 NSW RFS.

Yours sincerely

Alan Bawden
Team Leader - Development Assessment and Planning

The RFS has made getting information easier. For general information on 'Planning for Bush Fire Protection, 2006' , visit the RFS web page at www.rfs.nsw.gov.au and search under 'Planning for Bush Fire Protection, 2006'.

Transport
Roads & Maritime
Services

NTH12/00080, CR2012/008120
Your Ref: TD:LM DA 09/12-13

The General Manager
Glen Innes Severn Council
PO Box 61
GLEN INNES NSW 2370

Attn: Ms Tamai Davidson – Senior Town Planner

Dear Ms Davidson,

Proposed Educational Establishment and 3 lot Subdivision of Lot 3 DP 1102229, Glen Innes Airport, Emmaville Road, Glen Innes

I refer to your letter of 15 August 2012 seeking comment on the preparation of the abovementioned development proposal.

The key concern for RMS is the potential for impacts upon the safety and efficiency of the classified road network, particularly the New England Highway (HW9) and the Gwydir Highway (HW12).

RMS has no objection in principle to the proposed 'Educational Establishment'. RMS notes that the submitted 'Statement of Environmental Effects' has claimed that the proposal will have minimal impact upon the classified road network as traffic will be dispersed over the local network prior to reaching the highway. The information provided has identified that the proposal will generate an average of 683 vehicle movements per day, which will result in an estimated Annual Average Daily Traffic Volume of 923 vehicles per day on Emmaville Road. It is envisaged that the majority of traffic generated will keep to the primary routes between Glen Innes and the Airport. Council should ensure that the primary routes to the airport and all key intersections along such routes are consistent with Council's relevant engineering standards. Additionally, Council may wish to consider the potential for alternative modes of transport requiring access to the proposed development. Consideration should be given to the adequacy of the existing road shoulders to facilitate access to potential cyclists travelling to/from the subject site.

The primary routes to the site are considered to connect to the classified road network at the Coronation Ave / Gwydir Hwy intersection and the Grafton Street / New England Highway intersection. The volumes of traffic to be generated under the full development scenario have the potential to impact upon these intersections, which currently operate as priority controlled 'give-way' intersections with limited protection for right turning traffic.

To ensure the safety and efficiency of the classified road network is maintained, these abovementioned intersections should be upgraded to provide Austroads CHR treatments, which will assist in providing suitable protection for right-turning traffic. Giving consideration for the applicable speed zones, the design of intersection treatments should be sufficient to accommodate all heavy vehicles requiring access. The current Austroads guidelines should be adopted for the design of any required upgrades on the classified road network.

To fulfil legislative, construction and environmental requirements, RMS will require the developer to enter into a 'Works Authorisation Deed' (WAD) to carry out any road construction works within the road reserve of a classified road. Prior to any construction activities, a number of prescribed requirements and conditions will need to be undertaken, including the process for approval of geometric and pavement designs, project management arrangements, insurances, WHS and environmental management during construction, construction specifications and the process for approval of road occupancies. All works will need to be undertaken by an RMS pre-qualified contractor and be at no cost to RMS. Additionally, RMS will require payment of fees for the administration of the WAD. A factsheet outlining the RMS Land Use Development Process may be of assistance to the developer and can be accessed via the RMS website at;

http://www.rta.nsw.gov.au/roadprojects/community_environment/private_developments.html

Should you have any further questions please contact Matt Adams of RMS Development Northern on (02) 6640 1300 or via email at: development.northern@rms.nsw.gov.au

Yours sincerely,

Peter Mahar
A / Regional Manager, Northern

10 SEP 2012

ATTACHMENT F
Manager of Technical Services
Referral response.

Memorandum

To: Keiley Hunter, Consultant Development Planner

From: Manager of Technical Services

File: DA 009/12-13

Date: 27 September, 2012

Re: Suggested engineering conditions for proposed 'educational establishment' (comprising aviation training college, accommodation, teaching facilities, dining and recreation facilities) and three-lot subdivision at Glen Innes Aerodrome, Lot 3 DP110229, Australia Asia Flight Training Pty Ltd.

ASSESSMENT:

This assessment is for engineering aspects only & excludes consideration of noise, amenity, water/sewer, & environmental pollution.

Throughout the comments section, font highlighted in blue relates to a condition which is suggested for inclusion in the development consent; font highlighted in green relates to a matter which should be considered in any lease agreement between Council and the developer.

Figure 1 - Development superimposed on image of aerodrome

The Aerodrome Local Ownership Plan (ALOP)

The following extract is from a document available on the web at http://www.infrastructure.gov.au/aviation/general/GA_Issues_paper.pdf and provides background relating to the Aerodrome Local Ownership Plan (ALOP).

The ALOP was established in 1958 by the Commonwealth to provide technical advice and financial assistance to 234 regional aerodromes. Financial assistance was given in the form of 50 per cent funding of the cost of approved maintenance works.

Between 1992 and 1993, 230 of the original 234 ALOP aerodromes were transferred, largely to local councils, along with $73.8 million of grants to provide councils with financial support for the future maintenance of their aerodromes. With the transfer of ownership, local governments gained the ability and responsibility to make decisions regarding maintenance and capital expenditure.

Typically, the ALOP Transfer Deed between the Commonwealth and the local council contained, inter alia, the following:

- *The local council agreed to operate the aerodrome and to keep it open for public use.*
- *The local council accepted full financial responsibility for the aerodrome, and agreed to maintain the aerodrome to a certain standard.*
- *The local council would not be permitted to sell, lease or otherwise dispose of the aerodrome without the written consent of the Secretary of the*

Department of Transport and Communications (now the Department of Transport and Regional Services).

In addition to the transfer of these assets, upon execution of ALOP Transfer Deeds, the Commonwealth transferred to councils and local governments an amount for specified works and future aerodrome maintenance. The grants were intended to assist in meeting expected net operating losses during adjustment to local ownership and long-term business management, and were generally equivalent to the expected net losses over the following 10 years. The ALOP Transfer Deeds clarified that these payments would be the full extent of the Australian Government's commitment. As a result, the Australian Government no longer has a direct role in the operation, maintenance or development of local aerodromes.

In January 2004, to maximise the commercial opportunities for airports, the Australian Government waived its rights of enforcing the relevant transfer deed clause that required aerodrome owners to seek consent from the Secretary of the Department of Transport and Regional Services for alternative use of their aerodrome, except where the alternative use would result in the closure of the aerodrome or change its use to the extent that it no longer operates as an aerodrome.

Airports transferred to local councils under the Aerodrome Local Ownership Plan (ALOP) were transferred with a requirement that the local council agreed to operate the aerodrome and to keep it open for public use.

However, any decision to close or convert to alternative land use existing airports not covered by ALOP agreements is subject only to local council and state government planning processes, with no regulatory role for the Commonwealth.

1.0 AERODROME OPERATIONS

1.1 Obstacle Limitation Surface (OLS)

Glen Innes Aerodrome currently has two runways, being:

- Sealed runway 14/32 – maintained as an ICAO Code 3 runway;
- Unsealed runway 10/28 – downgraded to a Code 2 runway in December 2011;

As there is potential to revert runway 10/28 back to a Code 3 runway into the future the development is also assessed against this more restrictive obstacle limitation surface.

A number of the most likely structures (highest & closest to development boundaries) were assessed against the OLS for Glen Innes Severn Council (pictured to the right), and calculations for the most critical structure are shown in Table 1 below.

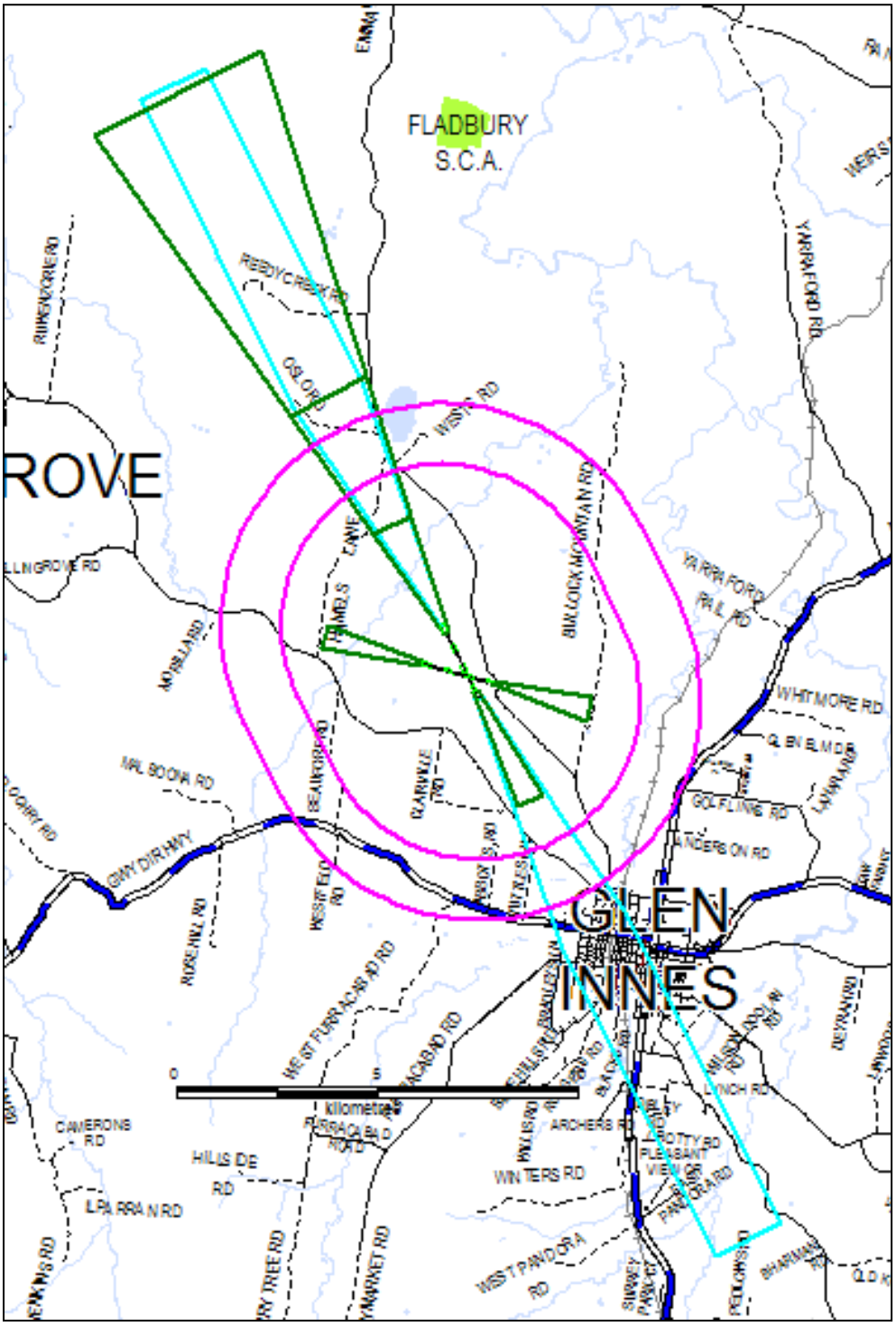


Table 1 - OLS Assessment

Structure	**Control Tower**
Easting (MGA94 Zone 56)	373,612m
Northing (MGA94 Zone 56)	6,716,485m
Ground level at structure	1045.72m
Structure height	8.7m
Est. RL at top of structure	1054.5m
Est. perp. distance to Rwy 14/32 runway strip	225m
Rwy 14/32 CL level	1043.53m
OLS at structure (based on 1 in 7 slope)	1075.67m
Est. clearance (at 1 in 7 slope)	**21.17m**
Est. perp. distance to Rwy 10/28 runway strip	113m
Rwy 10/28 CL level	1044.72m
OLS at structure (based on 1 in 5 transition slope)	1067.32m
Est. clearance (at 1 in 5 slope)	**12.82m**
OLS at structure (based on 1 in 7 transition slope)	1060.86m
Est. clearance (at 1 in 7 slope)	**6.36m**

The development as proposed will not protrude above the OLS, although there also needs to be consideration in the location and type of any plantings on the property as these have potential to impact the OLS into the future.

The existing conifers located along the western edge of the proposed development had been picked up for the first time in 2011 aerodrome technical inspections as being an obstacle infringing the OLS. The elevation at the top of these conifers is approximately 1063.5m, and so would penetrate the OLS based on a transition slope of 1 in 7, but does not penetrate the OLS with the transition slope of 1 in 5 which applies to a Code 2 runway (as now exists).

Recommended condition to ensure that any structures on site are designed and located, and that the mature height of any trees is maintained, so as not to protrude above the obstacle limitation surface for Glen Innes Aerodrome.

1.2 Procedures for Air Navigation Services – Aircraft Operations Surfaces (PANS-OPS)

Glen Innes Severn Council do not have data to be able to assess PANS-OPS surfaces, and have been quoted in the order of $9,000 to obtain this data from a consultant.

Airservices Australia may be in a position to advise whether there is likely to be any impact on PANS-OPS surfaces. If not, then recommended condition that such assessment be completed by a suitably qualified independent assessor prior to issue of a construction certificate, verifying that the development will not impact PANS-OPS surfaces.

1.3 Lighting/Reflectivity

All lighting associated with the development should be shielded so as not to protrude above a horizontal plane, where it may cause confusion or distraction to pilots. The impact statement accompanying the development application notes that all lighting will be shielded.

Recommended condition requiring all outdoor lighting associated with the development to be shielded and all roofing to be constructed from a material having a low reflectivity index (e.g. not galvanized iron).

1.4 Bird & Animal Hazard

Birds and animals pose a collision hazard to aircraft. The development does not include any open bodies of water which would create habitat for larger water-birds.

Recommend condition that all buildings be designed to minimise any bird nesting areas, and that no domestic pets such as cats and dogs be permitted on the site.

1.5 Construction Activities

Construction impacts may include:

- Temporary protrusion above the Obstacle Limitation Surfaces. This can be managed by distribution of a Method of Works Plan

(MOWP) aerodrome stakeholders and runway closures or amendments to published aerodrome data.
- Disruption of access to existing aerodrome stakeholders.
- Generation of dust, noise & vibration to other aerodrome users & neighbouring properties.

It is recommended that a plan of management be prepared prior to any construction, to minimise any impacts associated with construction activities.

That a construction management plan and Method of Works Plan (MOWP) be implemented to minimise any impacts (such as noise, dust and access) to residents and the public arising from construction activities.

1.6 Navigational Facilities

Airservices Australia should assess the proximity of the development to their Non-Directional Beacon (NDB), and whether planned building materials will have any detrimental impact on their navigational facility. As sparse details have so far been provided on the proposed refuelling facility to be installed on site, a further assessment may be required to determine any impacts arising from this facility.

I believe comment should be received by Airservices Australia prior to determination of this application. As a minimum, it is recommended that no building construction occur within a 300 metre (or minimum 150 metre) radius of the existing Airservices Australia navigational facility at Glen Innes Aerodrome, without the express consent of Airservices Australia.

1.7 Aerodrome Reporting & Grounds Maintenance

The proposed development includes demolition of the existing groundsman residence, work shed and storage facilities, and fuelling facility. Goods in storage include aerodrome lighting parts, emergency flares and the like.

Council's aerodrome reporting officer currently rents the cottage at the aerodrome from Council. If the aerodrome reporting officer is based off site, there will be less monitoring of aerodrome activities after hours and longer time to respond to any after-hours calls.

Council's above ground diesel fuelling facility can be relocated to an alternate location within aerodrome grounds (or alternative arrangements made such as portable diesel tanks on the maintenance utility, or an agreement to obtain fuels from

the developer). The loss of storage facilities could be offset by relocating this space to within Council's hangar; however an internal wall would require construction to provide a secure storage facility, as other hangar lessees currently have access to this area.

It is recommended that the developers make a contribution to Council to cover the cost of constructing an internal wall within Council's hangar suitable for providing a secure storage area, if Council will still be providing maintenance services based out of the aerodrome.

The impact statement does not contain information demonstrating the name, qualifications nor experience of any nominated aerodrome manager or aerodrome reporting officer. Council should satisfy itself on these custodian aspects prior to finalising leasing arrangements.

1.8 Impact on Aerodrome Budget

The proposed development will have an impact on Council costs for operating the aerodrome, though could be offset by leasing arrangements.

A camera fixed to the terminal building presently records aerodrome movements on the taxiway and can be used to generate data on aircraft registrations to bill aircraft owners for each landing. This billing system was planned for implementation in the 2012/13 financial year though has been deferred pending a review of all financial arrangements associated with this development.

Matters to consider in any lease include payment for ongoing system rentals and data analysis costs to Hoeksec; roles and responsibilities for billing services, and distribution of revenues.

There is expected to be some minor savings to maintenance through reduced area of land on which Council has responsibility for mowing and general grounds maintenance.

Additional costs will include:

- Electricity consumption is likely to increase, as it is planned to operate runway lighting up until 2200 hours on each training day. Additional apron and car-park lighting is also proposed.
- Depending on whether any change is made to the reporting officer's place of work, there may be additional travel costs to attend and maintain the aerodrome.

- Additional vehicle movements on aerodrome, internal road pavements and external links such as Emmaville Road is expected to result in increased maintenance expenditure.
- Upfront costs associated with any changes to current aerodrome arrangements.

It is recommended that:

- A separately metered electricity connection be provided to the residue aerodrome allotment, and that electrical connections be upgraded if necessary so that all fittings and fixtures on aerodrome land be powered through this connection;
- Council be provided with a detailed schedule of all proposed lighting and other electrical components on aerodrome grounds, including lamp numbers and wattages.

1.9 Aerodrome Facilities

Glen Innes Aerodrome is currently classified as a *Registered Aerodrome* under the Civil Aviation Safety Regulations, Part 139. As such, there are concessions available from being a *Certified Aerodrome*, such as no requirement for an aerodrome manual (though a contacts list is maintained), nor a safety management system, nor annual technical and safety inspections.

Council assets at the aerodrome include:

- Aerodrome land;
- Aerodrome runways and taxiways (incl. RPT & GA aprons);
- Aerodrome furniture including illuminated wind indicator, aircraft tie-down cable;
- Runway 14/32 pilot-controlled lighting system;
- Internal road and carpark;
- Buildings and structures (cottage, above-ground fuel tank, storage shed, terminal building, club house building, toilet block, hangar, bore & pump shed; fencing);
- Reddestone Rural Fire Service brigade station and water tanks.

New assets appear to be proposed on aerodrome land as part of the development including:

- Apron/hard standing area for parking aircraft;
- Taxiways parallel to each runway;
- Boundary/security fencing;
- Apron and car-park lighting;

Where new assets will become Council assets, Council will have additional depreciation expense which should be considered in any leasing arrangements. The proposed subdivision would mean that some land and building assets would be removed from Council asset registers (including the bore and pump shed for which Glen Innes Severn Council is the licence holder).

Glen Innes Aerodrome is not currently a Security Controlled aerodrome, principally because there are no regular public transport operators using the aerodrome. No contact has yet been made with the Australian Government Department of Infrastructure and Transport to determine whether there is likely to be any change to this classification as a result of the proposed development, however it is recommended that the developer is to prepare and implement at its full cost any Transport Security Programs required under the Aviation Transport Security Act 2004 and the Aviation Transport Security Regulations 2005.

1.10 Impact on Existing Lessees

Existing leases and agreements on aerodrome land are held by:

- Airservices Australia (Non-Directional Beacon - NDB);
- Glen Innes Agricultural Research Advisory Station – grazing lease;
- Bureau of Meteorology (Automatic Weather Station - AWS);
- Private hangars (2), with Council approval issued for a third hangar lease to be negotiated.
- Space inside Council hangar leased to five (5) separate aircraft owners;
- Aero Club – no lease agreement could be located in a search of Council records.

2.0 SUBDIVISION

2.1 Lot Size and Configuration

The amended plan of subdivision aims to split the existing aerodrome land (Lot 3 DP1102229, 234.9ha) into separate three allotments, as follows:

- Lot A – Educational establishment, including:
  - 'A1' – 0.424 ha existing terminal building, aero club building and toilets;
  - 'A2' – 0.332 ha fuel store;
  - 'A2' – 4.136 ha school & accommodation;
- Lot B – 5.108 ha future development site;
- Lot C – 216.5 ha residue aerodrome land.

Based on the land area shown in DP1102229, Lot C should have an area of 224.9 hectares.

Issues include:

- The subdivision plan shows a narrow public road approximately 8m wide between Emmaville Road and the existing Council carpark. The existing internal road will require widening to 7.0m pavement, and there is a need to maintain table drains on each side of the road. There will also need to be road reservation available for running utilities and services such as telecommunications cable, electricity, water and sewerage. A minimum public road reserve width of 16 metres is recommended, but it a road reservation of 20 metres is preferable.
- Lot B is drawn so as to immediately abut the existing Reddestone RFS brigade building. There should be a minimum clearance around each side of the building to allow for routine maintenance, and also around the existing two water tanks which form an important part of the RFS brigade station.

Figure 2 - Reddestone RFS brigade station showing water tanks

- The subdivision should not hinder turning and manoeuvring access to the existing underground fuel facility maintained by Lonoaks Pty Ltd (Superair). The service vehicles presently arrive early in the morning, travelling the full length of the internal access road and then performing a u-turn in the public car park, travelling back past the airside access track before reversing back towards the Superair compound. To ensure that the subdivision will not hinder fuel deliveries, there may need to be splayed corners on the area designated Lot A1. It is recommended that the lot boundaries be altered if necessary to ensure that fuel can be delivered to the existing underground fuel tanks within Superair's fenced compound using the maximum dimension vehicle used for this purpose, without the need for crossing onto proposed Lot A1. Scale plans demonstrating the manoeuvring area needed for this purpose to be

submitted and approved by Council prior to the lodgement of a plan of survey.

- The plan at the time of leasing the GA hangars was to eventually have a vehicle access available to the rear of each lease area, though lessees have to date been satisfied with no having no direct vehicle access, particularly as the cost of physically constructing such access would increase lease fees by a significant amount. The proposed subdivision will restrict these leased areas to having an airside access only, unless suitable rights of carriageway were provided with this subdivision.
- The existing aircraft tie-down cable which is used for securing visiting aircraft is located within proposed Lot B. It is recommended that the applicants arrange for an equivalent tie-down cable be provided wholly within the aerodrome land (Lot C).
- Given that reticulated water is intended to be available to the aerodrome, the existing bore within proposed Lot B will no longer be required and should be appropriately closed or remediated to NSW Office of Water requirements.

2.2 Aerodrome Amenities

Public access to the aerodrome is required for a number of organisations as listed in section 2.4 below. Under the proposed subdivision, all existing public toilet facilities, including within the terminal building and separate amenities building, will be located within proposed Lot A. There will be ongoing need for public access to amenities, and consideration should be given to maintaining public toilet access at the aerodrome as part of any lease agreement.

Recommended condition that a minimum sixteen (16) metre wide public road reserve be created centred on the existing internal sealed access road and car-parking area.

The existing stock grid near the entrance is sufficiently wide for two-way vehicle access though may be towards the end of its serviceable life, or require improvements to be able to accommodate the design traffic. This grid serves a practical purpose in keeping cattle using the public road reserves from entering the aerodrome grounds, but this same outcome could be achieved by removing the grid and adequately fencing the internal road reserve. Responsibilities for boundary fencing will also be a matter for consideration in the lease.

2.3 Impact on Other Aerodrome Users

Data has been collected on aircraft movements along the taxiway since the camera system was installed in. The table below summarises existing aircraft use:

Month/Year	Incoming Aircraft	Sum of MTOW (T)
08/2011	89	253
09/2011	118	228
10/2011	145	291
11/2011	115	228
12/2011	112	226
01/2012	114	230
02/2012	115	276
03/2012	104	209
04/2012	120	285
05/2012	90	207
06/2012	89	230
07/2012	109	256
08/2012	89	253
09/2012	118	228
Average	**109**	**243**
TOTAL	**1,527**	**2,933**

The camera only records movements on the taxiway so cannot presently detect touch-and-go manoeuvres which only use the runway.

Only 39% of all aircraft movements by number, or 24% by maximum take-off weight (MTOW), are by 'local' aircraft, including those where the registration holder's postcode is 2370 or where the aircraft owner is Lonoaks Pty Ltd (Superair).

Other regular aerodrome users include:

- Glen Innes Aero Club – existing club building
- Toll Priority – courier plane lands daily and is unloaded in the mornings using Council's hand trolley. Toll staff presently use

Council's scales within the Terminal Building in an informal arrangement.

- Air Ambulance – patients are transferred from Ambulance to aircraft from the existing public car-park adjacent the terminal building.
- Angel Flight – this company provides free transport for medical patients.
- NSW Police – conduct safe braking demonstrations on the runway for Year 11 students, and perform in-house vehicle training.
- Parachuting organisations – generally one visit per year;
- Motor Sports – conduct up to four (4) drag race meetings per year;
- National Parks – helicopter training (perhaps once every 3-5 years);
- Rural Fire Service – airbase for aerial fire-fighting operations when severe fires are in the area (see Figure 3 below), and site for regional exercises in March each year with up to 500 staff & volunteers participating.

The Rural Fire Service have previously expressed interest in setting up more permanent facilities at the aerodrome, including a 150,000 gallon tank and pump, to be able to enable more rapid response for fire fighting. Water was to be sourced from a combination of existing roof area, and the existing bore which is located within proposed Lot B. While reticulated water is proposed to be extended to the development area, it would be preferable to use untreated water for fire-fighting purposes. When last operational in 2010, a temporary airbase was setup on the southern side of the aerodrome, west of sealed runway 14/28. This site has high ground and good all-weather road access from Emmaville Road. An existing windmill near this area which currently supplies groundwater to the grazing land could be used for trickle feeding the proposed new water storage tank.

Figure 3 – RFS Airbase in operation in December 2009 s44 event

2.4 Easements & Restrictions on Title

Note that ground contours have been drawn in the wrong location on the drawings on the DDC Architects cover sheet. The open drain does not actually run within proposed Lot B.

The following easements & restrictions on title should be created:

- easement for any utilities or services (such as electricity) benefitting other properties;
- easement to drain water over any existing open drains running through the land;
- any easements required for reticulated water supply or sewerage components located in private land;
- a general restriction on the height of structures or mature height of vegetation permissible on the properties (so as not to obstruct the OLS);

3.0 EDUCATIONAL ESTABLISHMENT

3.1 Traffic & Transport

The development is claimed to generate an ultimate average annual daily traffic volume 683 vehicles per day. The average annual daily traffic (AADT) on Emmaville Road in the vicinity of the aerodrome is 375 vehicles per day (August 2012 count), leading to a combined total of approximately 1,060 vehicles per day upon completion of Stage 4 of the development.

Comments from RMS include that:

- Council should ensure that primary routes to the airport and key intersections along such routes are consistent with Council's relevant engineering standards;
- That CHR treatments should be provided at the Coronation Avenue / Gwydir Highway (Ferguson Street) intersection, and the Grafton Street / New England Highway (Church Street) intersection;
- That the developer enter into a Works Authorisation Deed with RMS and pay all necessary fees to carry out road construction works within the road reserve of a classified road.

The Austroads suite of standards, and in particular the Austroads Guide to Road Design 2009, is considered the benchmark for rural road and intersection design.

The warrants for intersection design in Figure 4.9 (page 46) of the Austroads Guide to Road Design – Part 4A: Unsignalised and Signalised Intersections have been used to determine the standard of intersection that would be required on the major road at the conclusion of Stage 4 of the development.

Assumptions and data used for the assessment of intersections (generally following completion of stage 4 of the development) are shown below:

- Emmaville Road (currently), AADT 375 veh/day, peak hour = 16% x 375 = 60 veh/hr;
- Emmaville Road (Stage 4), AADT 1,060 veh/day, peak hour = 16% x 1060 = 170 veh/hr;
- Aerodrome (Stage 4), AADT 700 veh/day, peak hour = 16% x 700 = 112 veh/hr;
- Bullock Mountain Road, AADT 50 veh/day, peak hour = 16% x 50 = 8 veh/hr;
- Grafton Street, AADT 250 veh/day, peak hour 10% x 250 = 25 veh/hr;
- Church Street, AADT 2410 veh/day, peak hour 10% x 2410 = 241 veh/hr;
- Coronation Ave (currently), AADT 3580 veh/day, peak hour 340 veh/hr;
- Ferguson Street (currently), AADT 1120 veh/day, peak hour 120 veh/hr;
- 75% of additional development traffic approaches the aerodrome to/from Ferguson St, and 25% to/from Grafton St.

Intersection - after Stage 4 of development unless noted otherwise	**Speed Limit**	**LEFT TURN (veh/hr)**		**RIGHT TURN (veh/hr)**		**Intersection Warrant**
		Q_L	**Q_M**	**Q_R**	**Q_M**	
Emmaville Rd / aerodrome	100km/h	110	30	5	170	BAR/BAL
Emmaville Rd / Bullock Mountain Rd	100km/h	5	85	8	170	BAR/BAL
Coronation Ave / Grafton Street	50km/h	45	130	10	170	BAR/BAL
CURRENT: Coronation Ave / Ferguson St (Gwydir Hwy)	50km/h	10	170	35	350	CHR(S)/BAL

Coronation Ave / Ferguson St (Gwydir Hwy)	50km/h	10	170	90	350	CHR/BAL
Grafton St / Church St (New England Hwy)	80km/h	10	120	5	250	BAR/BAL

The minimum standard within the Austroads warrants are for BAR/BAL intersections. Existing intersections may already comply with all requirements of BAR/BAL standards, however this will need verification from a detailed design investigation. The Austroads guidelines make allowance in Appendix A for Extended Design Domain (EDD) for intersections, suitable for retrofitting existing intersections, and some of these provision may apply.

The basic traffic analysis completed as part of this assessment indicates that there is already a warrant for the Coronation Avenue and Ferguson Street intersection to have a channelised right-turn Austroads CHR(S) treatment. Once Stage 4 of the development is completed, the intersection requires upgrade to a CHR treatment, with longer storage lengths. The existing pavement and road shoulder is already wide at this intersection and vehicles appear to use this width if required to pass turning vehicles, and the pavement and road shoulder appears adequate for this use.

That the applicant:

- contribute 50% of the cost for designing and upgrading the intersection of Coronation Avenue and Ferguson Street within Glen Innes to have an Austroads CHR/BAL treatment in Ferguson Street; and
- contribute the full cost of designing and upgrading the intersections listed below, if necessary, such that they comply with Austroads BAR/BAL standards:
    - intersection of Emmaville Road with the aerodrome access road;
    - intersection of Emmaville Road with Bullock Mountain Road;
    - intersection of Coronation Avenue with Grafton Street;

The Grafton St / Church St intersection has already been upgraded by Council to create a CHR treatment allowing protected right-turns into the United Service Station and Grafton Street. Based on the information supplied with the development application, there is not considered sufficient nexus to require any upgrades of this intersection, even were this required.

Emmaville Road is a regional road, and classified for B-Double usage at present. In the current financial year, Glen Innes Severn Council's planned works on Emmaville Road includes widening a number of culverts, and line-marking the centre line subject to available budget. Line-marking is considered to be of particular benefit for the increased traffic between the aerodrome and Glen Innes township.

Few details have been provided on the mode of transport for students to attend recreational pursuits within Glen Innes, save that a bus will be available for such trips. The aerodrome is within cycling distance from Glen Innes and some students are expected to partake in this activity. The existing road has a minimum width of 7.0 metres at the Furracabad Creek bridge, and generally has shoulders of sufficient width for safe bicycle traffic. If cycling proves a popular activity then cycling signs can be readily installed to warn motorists to expect this type of traffic.

3.2 Parking & Manoeuvring

Based on the traffic volume to be generated by the development, there will be a need to upgrade the internal aerodrome access road suitable for two-way traffic. A road having two three metre lanes and half metre sealed shoulders on each side is considered adequate for intended traffic.

All new parking & manoeuvring areas will require design in accordance with AS2890 and the RTA Guide to Traffic Generating Developments, suitable for the intended service vehicle to be able to enter and exit the site in a forward direction. Provision is to be made for turning and manoeuvring of buses, fuel delivery vehicles, waste collection vehicles, disabled parking and loading/unloading of supplies.

The applicant should also ensure that continued practical access is available for fuel deliveries to the existing underground fuel tank located on the site.

Airside access will be further restricted with new security fencing, and access controlled through the issue of ASIC cards.

There is presently inadequate parking area at the aerodrome to cater for the number of aircraft proposed to be used for the development. Additional apron area is to be constructed to provide for the parking of the additional aircraft generated by the development.

The design and construction of all works within the aerodrome are to comply with the Manual of Standards, Part 139 – Aerodromes (MOS139), published by the Civil

Aviation Safety Authority. This includes construction of apron and taxiways, provision of cones, lighting, and pavement markings.

Section 12.3 of the impact assessment notes that the total number of staff will be 440 students and full time equivalent staff will be 273 (including flight instructors). Total building area (section 3.1.4) is listed as 10,785m², and accommodation is said to be available for 600 students in 300 twin rooms. 73 car parking spaces are proposed in total.

Calculation of necessary off-street vehicle parking facilities appears generally adequate, except for the following:

- provision of only 17 spaces for 206 full time equivalent staff, with this calculation based on an assumed rate of 1 car space per 40 square metres of the operations and administration buildings (only 2 buildings counted in this calculation). For example, the floor area of the reception building, which hosts four offices, has not been counted;
- provision of only 24 spaces for 120 Australian students, on the basis of 'one car space per room'. For the traffic calculations in section 13, all 120 Australian students are presumed to have their own cars, yet in the parking calculations in section 12.3 only 24 car spaces have been allowed. Proposed accommodation facilities allow for two people in each room, and ratios for the origin of students are expected to fluctuate over time.

The RTA Guide to Traffic Generating Developments does not have specific recommendations relating to educational establishments, but some guidance includes 1 space for every 4 children in attendance at child care centres (would equate to 110 spaces); 1 space for each unit plus 1 space per 2 employees for casual accommodation in a motel (would equate to 403 spaces). The Liverpool City Council requirements (based on an assessment at http://www.liverpool.nsw.gov.au/media/documents/DevelopmentApplication/Annexure-J-Traffic-and-Parking-Assessment.PDF appear to be 1 space per person for staff, and 1 space per 30 spaces for students (would equate to 221 spaces). Using other guidelines located in a web search, of 1 space per three employees plus one space per 10 students residing on campus would equate to around 113 car spaces which are required. In the absence of further data a figure of 100 car spaces is recommended for the primary car space.

It is recommended that a basic overflow parking area be identified and developed to allow for periods where say the proportion of students bringing their own car is higher than estimated, and if such compound is located on another parcel of land then

should be secured under an easement to allow for continued use in the event that land changes ownership.

As noted in section 2.1 of this report, deliveries to Superair's existing underground fuel tank appears to require the fuel delivery truck to perform a u-turn within the existing Council carpark. These manoeuvres are performed in the early morning when there is little likelihood of anyone parked in this space. If students or staff were to park in the public car park, or within the reserve for the internal access road, then this could hinder fuel deliveries.

Existing car parking spaces at the RFS Reddestone brigade shed will be lost to allow a throughfare for the fuel delivery vehicles. An equivalent number of car parking spaces, including gravel pavement, should be developed near the RFS brigade station to offset this loss.

There does appear to be space to develop additional car parking spaces within the development land if required, particularly within proposed Lot B. Council would have ability to control any problematic parking within the new proposed public road reserve or on the residue aerodrome land if necessary.

No details have been supplied on the method of refuelling aircraft, and it is presumed that a service truck will perform this task, carrying fuel directly to the aircraft apron. It may be necessary to construct or upgrade a roadway for this purpose.

The development does not appear to impact the Superair aircraft refuelling site, on the south-eastern side of the general aviation apron. This site is also used for refuelling Westpac rescue helicopters.

The applicants are proposing the construction of a 2-bay hangar within Lot B – the location is shown on the cover sheet. Vehicle access to this hangar can be available from Emmaville Road, and a driveway crossing should be constructed to Council's normal standards. A pavement is to be constructed to connect the proposed 2-bay hangar with the existing general aviation taxiway.

3.3 Stormwater Drainage

The development will add significant impervious area, estimated on drawing 1211-DA02 Issue C as 28,590m² including roads and parking areas, parking and hardstand. As such, there are likely to be increases in the speed and volume of stormwater runoff, which existing drainage channels and structures may not cope with, and it may be necessary to design on-site detention systems to control runoff. It

is recommended that the applicant engage a suitably qualified and experienced engineer to prepare detailed stormwater plans and calculations complying with AS3500, demonstrating the design storm events, calculated flow rates, pipe sizing and construction materials.

The stormwater system design should encourage Water Sensitive Urban Design principles including reuse of this water where possible.

3.4 Utilities & Services

The existing electricity supply to the aerodrome is inadequate to reliably supply existing demands, and requires significant upgrade to cater for the development. It will be necessary as part of the subdivision to provide separate connections to each allotment, such that electricity usage on each allotment is appropriately metered to Essential Energy requirements. Easements may be required to guarantee supply to each separate parcel, for example the Pilot-Activated Lighting (PAL) cabinet is located near the terminal building (within proposed Lot A) but contains equipment required for proposed Lot C.

It is customary for subdivisions to require certificates from suitably certified electrical contractors and Telstra prior to the issue of a subdivision certificate, to confirm that suitable arrangements have been made for the supply of electricity and telecommunications to the subdivision.

3.5 Waste Management

The development is estimated to generate either 300 tonnes (section 9.2) or 213 tonnes (section 9.3) of additional solid waste per annum, including an estimated 121 tonnes of recyclables and 92 tonnes of general waste. The impact statement notes that a waste management plan has been prepared, however this was not submitted with the development application. The information submitted with the DA does not specify the location of the proposed 2,000L waste oil tank, nor the location of any waste bins or facilities.

Section 9.3 of the impact assessment notes that buildings will be provided with bins including recycling, landfill, organics and sanitary, and that waste would be transferred to 3m³ skip bins for collection under a service contract. Section 3.1.5 notes this service will be tri-weekly.

Domestic kerbside waste collection services are not currently provided to rural areas in the vicinity of the aerodrome and would require extension to service the proposed development. Current kerbside collection is for domestic waste and comingled recyclables only – there is no separate kerbside collection of organics or garden wastes at the present time.

Numerous trees would need to be felled for the development, and it is preferred that such green waste is mulched and used on site for landscaping rather than conveyed to Council's landfill. Every endeavour should be made to minimise and recover waste generated by the construction and operation of the development.

3.6 Emergency Management

Risks at the site include:

- fires and explosion from the storage and use of dangerous goods, including Jet A1 and diesel;
- Environmental risks from fuel leaks and spills, air and water pollution;
- Securing the fuel compound;
- risk of aircraft crash and secondary hazards
- building/structure fires;
- risks from humans under the influence of drugs and alcohol;
- traffic accidents

All of these risks are already present at other locations within the Shire, and combat agencies able to respond to these incidents. However, given the higher air and road traffic volumes generated by the development, the likelihood of such accidents will increase.

The developer is to revise the Glen Innes Aerodrome Manual, and Aerodrome Emergency Plan.

The developer is to comply with all requirements of the Civil Aviation Safety Regulations, in relation to the development and implementation of a Drug and Alcohol Management Plan at the aerodrome.

The applicant is required to comply with all requirements of the WorkCover Authority of NSW in relation to the storage and handling of dangerous goods on the land.

The development may also contribute to risk off-site, for example when there are active fires in the district. The RFS may require access to the aerodrome to be able to effectively combat such fires, and such use may conflict with the pressures of

running a commercial flight training school. It is estimated that during the Section 44 fire event in November and December 2009, in the order of 400 landings took place. Any lease agreement should consider what priority is given to emergency use.